

The Hongkong Telegraph

WEATHER FORECAST
FINE
Barometer 29.86

(ESTABLISHED 1881.)

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July 9 1915, Temperature 6 a.m. 83 2 p.m. 85
Humidity 83 76

July 9 1914, Temperature 6 a.m. 81 2 p.m. 81
Humidity 75 89

2866 日七廿月五

FRIDAY, JULY 9, 1915.

伍 禮 九 月 七 十 一 年 十 一 月 十 一 日
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TO-DAY'S LATEST WAR TELEGRAMS

THE FALABA ENQUIRY.

LORD MERSEY FINDS THAT GERMANS JEERED
AT THE DROWNING.

The Indian Consolidations Bill.

CONTINUED PROGRESS IN THE DARDANELLES.

[Reuter's Service to The "Telegraph."]

THE FALABA CASE.

LORD MERSEY'S JUDGMENT.

July 8, 1.20 p.m.
Lord Mersey, in his judgment at the close of the enquiry into the sinking of the Falaba, decided that life-saving measures were promptly carried out, that proper discipline was maintained and that the submarine did not attempt to save life. There was evidence, he said, that the submarine's crew laughed and jeered while men and women were drowning. Lord Mersey was also satisfied that witnesses who described the boats of the Falaba as rotten were mistaken and that any damage sustained was done in the launching and was not owing to neglect on the part of the officers or crew.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

FRENCH COMMUNIQUE.

THE TURKISH DEFEAT IN THE DARDANELLES.

July 7, 5.25 p.m.
A Paris communique says:—The Turks at the Dardanelles on the 5th inst. made a general attack. It was the most important attack made since the beginning of May, when they attempted to throw us into the sea. From 4 o'clock in the morning there was a most intense bombardment of our first lines and also of the zone of the Franco-British rear. Following upon this the enemy infantry made several attacks. None, however, even reached our trenches. Most of the enemy were decimated by artillery or mown by rifle and machine-gun fire, and left lying on the field. Throughout the action the enemy's batteries on the Asiatic coast fired ceaselessly, as also did a Turkish battleship cruising between Mardos and Olanak. Enemy aeroplanes several times bombarded our lines, but fifteen Allied aeroplanes, at the close of the day, flew over a Turkish aerodrome at Olanak and threw bombs, a huge bomb striking the principal shed.

ENEMY'S HEAVY LOSSES.

July 8, 1.00 a.m.
Last night's communique says:—After a violent combat, lasting most of the morning, the infantry action in the Forest of Apremont ceased. The enemy lost heavily and made no fresh progress. We recaptured 200 metres of trenches in the western part of Bois-le-Prete by grenade fighting.

WAR TELEGRAMS.

FRENCH CASUALTIES.

July 7, 7.05 p.m.
Figures published by the French Relief Committee show the French casualties to May 31 to have been as follows:—Killed 400,000; Wounded 700,000; Missing 300,000.

TRYING TO MYSTIFY THE ALLIES.

July 7, 7.45 p.m.
Amsterdam correspondents affirm that undoubtedly the Germans are sending fresh artillery as well as troops westward through Belgium, but the opinion is expressed that the Germans are endeavouring to mystify the Allies regarding the movements and the point of attack.

TURKISH ATTACK A COMPLETE FAILURE.

July 7, 9.25 p.m.
General Sir Ian Hamilton to-night reports that on the 5th inst. the Turks started what proved to be the most violent bombardment we have yet experienced. At least 5,000 heavy shells were fired as preliminary to a general attack on the southern theatre. The Allies fought magnificently and the enemy's attack proved a complete failure. Our losses were negligible. No impression was made on our line but the enemy added to his recent very heavy casualties.

MORE NEWS FROM SIR IAN HAMILTON.

July 7, 10.10 p.m.
General Sir Ian Hamilton to-night adds that the Turks used all their previous guns, and some new ones. A Turkish battleship in the Straits dropped some twenty 11.2 shells. The Turks had maintained a musketry fire along the whole line throughout the night, but they did not leave the trench. Then came their fierce artillery preparation. The principal effort of the Turkish infantry was aimed at a junction of the naval Division and the French. Some fifty Turks gained a footing in a trench where, however, the naval men hung on. Then British supports immediately counter-attacked and drove out the enemy. Another attack on the right of the 29th Division was repulsed, the attackers being practically wiped out by rifle and machine-gun fire. Then the Turks on our left massed in a nullah and attempted several attacks, but none were able to get home owing to the steadiness of our troops and effective artillery support. The bombardment died down as noon, though it was resumed at intervals. It seems plain from the disjointed nature of the attacks that the enemy is finding it difficult to drive the infantry forward in face of our fire.

AUSTRIAN COMMUNIQUE.

RUSSIANS TROUBLESOME AGAIN.

July 8, 3.55 a.m.
An Austrian communique says the Russians, reinforced, have taken the offensive north of Krasnik against the Archduke Joseph's army which they repeatedly attacked. The battle has become fiercer owing to the participation of strong Russian reserves.

RUSSIAN COMMUNIQUE.

DESPERATE FIGHTING ON THE VISTULA.

July 8, 3.55 a.m.
A Russian communique mentions the continuance of desperate fighting on the 8th inst., between the rivers Vistula and Wieprz, in the direction of Lublin. It says that along the roads leading to Krasnik where the enemy's dispositions form a salient, the Russians on the 6th inst. continued a successful counter-attack which began on the 5th inst. forcing the enemy to pass to the defensive and capturing 2,000 prisoners and several Maxims. The enemy on the evening of the 5th attacked at many points on the Lemberg roads, between the towns of Kamionka and Gliniany, but heavy losses compelled him to suspend the movement.

MR. LLOYD GEORGE AND LORD HALDANE.

July 8, 4.50 a.m.
Mr. Lloyd George, Minister of Munitions, has issued a statement in which he says: "Lord Haldane's version of what occurred months ago at a meeting of the Armaments Committee of the Cabinet is incomplete and in some material respects inaccurate. The very fact of this conflict of memory shows the unwisdom of these partial and unauthorised disclosures of decisions of highly confidential committees of the Cabinet."

WAR TELEGRAMS.

THE KAISER AND THE JEWS.

July 8, 5.55 a.m.
The Jewish world has reported to Russia that the Kaiser, during a visit to Loiz, entered the Synagogue and reading the S. roll of the Law, told the congregation that he was the Messiah sent by God to save them.

MORE FIRING OFF GOTHLAND.

July 8, 5.55 a.m.
Renewed firing was heard from the sea east of Gothland throughout the forenoon of the 7th inst.

BRITISH SEAPLANE AT WORK.

July 8, 5.55 a.m.
A British seaplane has bombed Smyrna and Aivali.

COTTON PRICES IN BREMEN.

July 8, 5.55 a.m.
The American Association of Commerce at Berlin reports that the price of raw cotton at Bremen has risen 30 cents a pound in consequence of the British blockade.

TELEGRAMS.

IMPORTS AND EXPORTS.

BRITISH TRADE RETURNS.

[Reuter's Service to The "Telegraph."]

London, Received July 7.
Imports for June show an increase of £17,836,144 and Exports a decrease of £8,039,498. The principal increase in Imports are Food etc., £10,000,000 and Raw Materials £7,000,000.

INDIAN CONSOLIDATION BILL.

THE DEBATE IN THE LORDS.

London, Received July 7.

In the House of Lords in the committee stage on the Consolidation Bill, Lord Islington dealt lengthily with the report of the consolidation committee and its suggested amendments. Lord Islington had a number of amendments on the paper including a series replacing "British India" by "India" and also a number of amendments to schedule No. 5, but withdrawing them, first, in deference to the desire of the Select Committee that the bill should not be used for amending the law and, secondly, because in the consolidated form, the bill required so many amendments to adapt it to modern usage that the India Office considered it advisable not to attempt to deal with these piecemeal.

It was preferable to pass the measure in its present form as a basis for comprehensive amendment throughout. After deliberate consideration the India Office in consultation with the Raj, asked Lord Macdonnell and all others proposing amendments to wait until the amending bill was submitted. Of the latter there had been drafted portions sent to India already for consideration and directly the consolidation bill was passed he would be able to introduce the amending bill. Lord Macdonnell opposed the omission of the word "British," reported.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

A British seaplane has bombed Smyrna and Aivali.

The death is announced of Colonel Charles Thorp Jessop. Renewed firing has been heard from the sea east of Gothland. Desperate fighting continued on July 8 in the direction of Lublin.

The Jewish World says that the Kaiser has now claimed to be the Messiah.

An Austrian communique admits that the Russians have taken the offensive north of Krasnik.

The price of raw cotton at Bremen has risen thirty cents (American) a pound, in consequence of the British blockade.

The French Relief Committee find that the total number of French casualties to May 31 is 1,400,000, killed, wounded and missing.

Sir Ian Hamilton has supplemented his report of yesterday with details which bring the accounts of the fighting up to July 6.

Mr. Lloyd George says that Viscount Haldane's account of what occurred at the meeting of the Arms Committee of the Cabinet is "incomplete and in some material aspects inaccurate."

Lord Mersey's judgment in the Falaba case finds that life-saving measures were carried out by the officers and crew, and that it is a fact that the crew of the German submarine laughed and jeered at the persons who were drowning.

It has been ascertained that unexploded bombs have been found concealed in cargoes on steamers bound from New York to France. It is believed that the would-be assassin Holt was none other than the Harvard German professor, Herr Maentor.

NEWS.

In another column will be found Canton News by our own correspondent.

On another page will be found a further list of subscribers to the Prince of Wales Fund.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

A further trade enquiry list published by the American Consul General, which should be of interest to Hongkong business men will be found in to-day's issue.

The charge of arson against a Chinese and some of his folk was again mentioned this morning in the Police Court, when an application for bail was dealt with.

Information as to players in to-morrow's League Tennis matches and the result of the June competition of the Hongkong G. & C. Club will be found on another page.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Sale of Porcelain and Curios—G. P. Lammerts Sales Room—2.30 p.m.

Monday, July 12:
Extraordinary General meeting H.K. Chamber of Commerce—New Government Building—noon.

NOTICES

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THE MANAGER.

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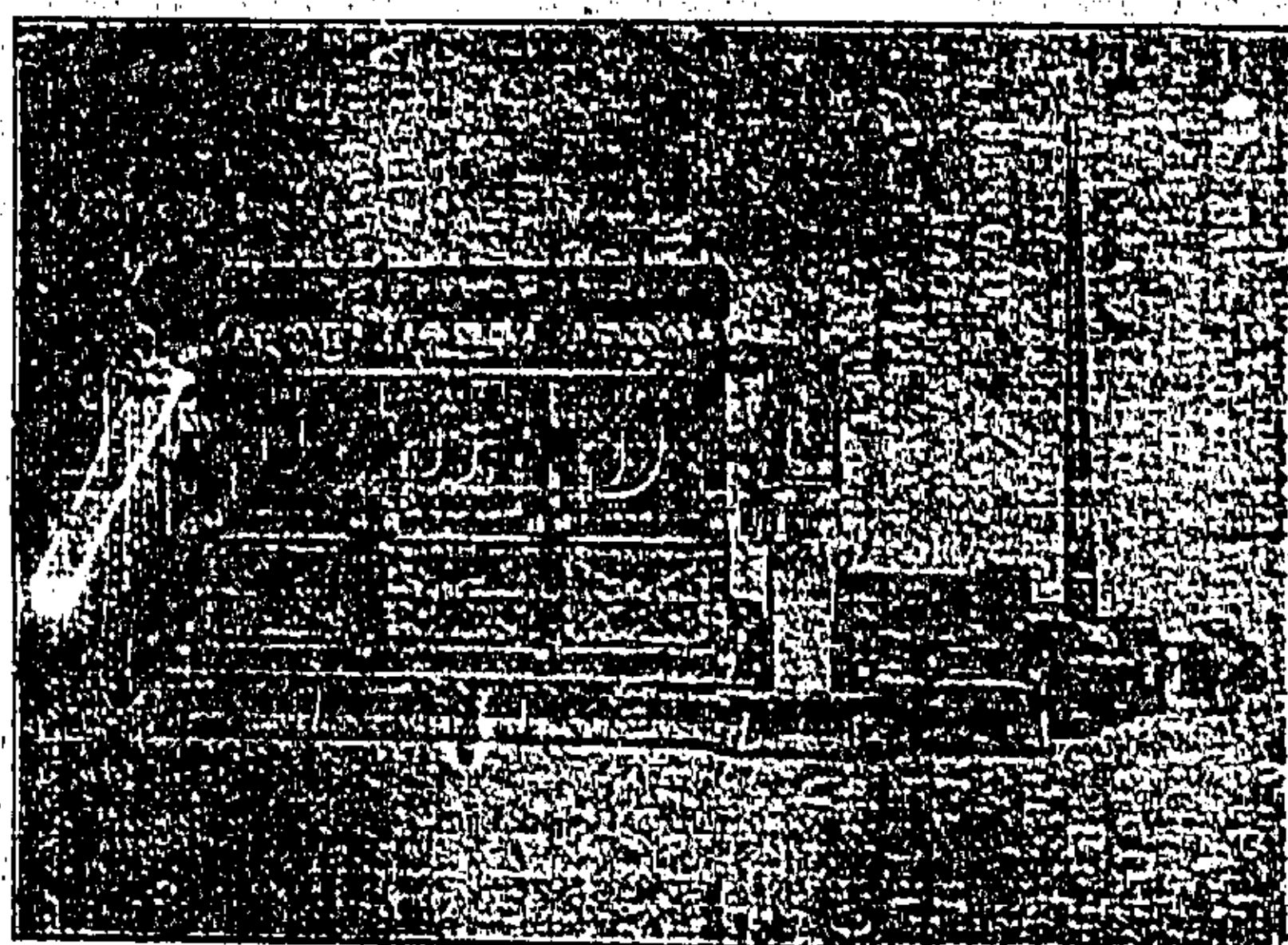
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South China Morning Post.

Men and Munitions.
Testimony from all parts of England points to the enthusiasm of the response to the appeal for munition workers. Men and women have enrolled in tens of thousands at the numerous offices opened for the purpose and all grades of society are engaged in the work of turning out "Fills for Bill." England has become one huge arsenal yet the cry goes out still for more skilled and unskilled labour. Politicians it seems never weary of the theme "munitions, and more munitions." One day we are told that if the output goes on at the present rate we shall by Christmas not only have enough for all our requirements but will be able to materially supply our allies. The next we are told that the output is not enough, or that more workers are wanted, which is saying the same thing. Instead of diminishing, controversy regarding the "unsatisfactory" output of munitions increases in number and vehemence.

Daily Press.

National Registration.
Mr. Arquith, when speaking on the National Register Bill, expressed the conviction that eighty per cent. of the people of the country were eager to do everything which was asked of them with a view to the successful prosecution of the war. So far as the able-bodied male population is concerned we have no doubt that thousands of men who have hitherto refrained, from a variety of motives which cannot be branded as unpatriotic, would cheerfully obey a compulsory order to go under training for service in the firing line. The National Register may not actually foreshadow compulsory military service, but inasmuch as, according to Mr. McKenna, its introduction is due to the necessity for discriminating in recruiting in order that the workmen necessary for the public needs should not be withdrawn from their employment, the voluntary system of recruiting will clearly be put to a more severe test than has hitherto been the case. It means that perhaps a good percentage of volunteers otherwise eligible for military service will be rejected because the public needs demand that they should not be withdrawn from their customary avocations. Whether the voluntary system at this stage of the war is equal to this test remains to be seen.

China Mail.

Germany and the English Dye Industry.
German scientists and manufacturers, we learn, are at present paying particular attention to new developments in England and the United States with the chemical industry, that embracing the production of dyes more, perhaps, than any other. A German expert, Professor Dr. Otto Witt, has recently dealt with the subject in a German journal, and his temperate and fairly reasonable remarks are by no means without interest. He emphasises the fact that for countries producing iron and coal, a production on a large scale of coke is a matter of necessity, as is also the proper exploitation of the auxiliary products from coke-steam, from every point of view. The desire on the part of England and the United States to work up a dye industry of their own is therefore quite natural, and this desire, or determination, has, of course, been further strengthened by the present war having put a stop to the imports from Germany of tar dyes. The older English dye industry was exceedingly efficient for its time, and it worked under such favourable conditions after the war of 1870-71 that it would have been difficult to enter into successful competition against it had it moved with the times.

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He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.

Hongkong, 29th Jan., 1912.

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MARRIAGES.

THOMAS—RANGER.—May 29, at Sydenham, H.G. Thomas, 2nd Lt., Royal Engineers, late of Eastern Extension Telegraph Company, to Gertrude Maud Ranger.
WARD—LANG.—June 2, at Bournemouth, D.J. Ward, of Singapore, to Elsa Hope Lang.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 9, 1915.

YESTERDAY'S COUNCIL MEETING.

There was a mixed bill of fare on the Legislative Council table yesterday: the German Home for the Blind, the Forestry Department, the Sanitary Board's by-laws, the question of extradition between Hongkong and China, the chastising of approved rogues, and the regulating of the entrance into, or departure from, the Colony of all manner of strangers. Of these, only Sanitary affairs, the grant to the charitable institutions and the examination of boats etc. seem to have provoked discussion. The last-named is a delicate matter upon which to touch in these days. The only point about it which concerns the public is the question as to whether the Colony's interests in this respect will be safer in the hands of the police than in those of the military authorities. That the latter have done their best to perform satisfactorily a task which no one would envy them is hardly to be doubted; they have achieved wonders in face of untold difficulties, and if they have made mistakes it has been owing to lack of experience in the particular line to which they have been told off. There were many reasons, at the outbreak of war, why the army should be as much in evidence here as possible. At the beginning, had the Provost Marshal's men not been frequently on view, there was a risk that residents and others might have taken the situation a little too calmly and lightly. We dislike to say it, but it is a fact that many persons who, during the first couple of months of war, showed signs of being "rowdy," while being disposed to ignore the Civil Police, exhibited most remarkably good behaviour if the military police happened to come in sight. In this way, and in various others, the army men have been useful. But the time for dramatic effect has gone by. There is no danger, since the war news has been of a more frank nature, of our not taking the situation with sufficient seriousness—and there is at least a possibility of soldiers' failing in certain directions where detectives, more trained in investigation work, would succeed. Therefore it would be without any special regret that we should hear that the examination work had been placed in the hands of more experienced civilians.

With regard to the Blindenheim, His Excellency has made out a good case for this charity and, whether it was started by Germans or by Hotentots, it is doing a good work, is assisting many Chinese who happen to be British subjects, and we can hardly think that anyone will grudge the money voted by the Government for its upkeep. At the same time it is well that the Chinese of Canton should understand that it is British money, and not German, that is going to the support of the Home, and of kindred institutions. The public has been what the Hongkong public usually is—generous; but, notwithstanding the voluntary contributions, there was still an appreciable deficit which, under the circumstances, the Government could scarcely refuse to help make up.

The other point of interest is the amendment of by-laws, whereby the Government claims the right, after due notice has been given, to enter Chinese houses, render them habitable and charge the rendering to the property owners—as sane a move as any we have seen in Hongkong for a long while past. The Chinese property owner is not a being who claims our unflinching love and respect. The persons who inhabit houses in the shabbier parts of the Colony are usually not only poor but extremely ignorant where the laws of health are concerned. This is not the case with a certain class of owners that makes it its business (as may be seen from our police reports from time to time) to dodge the Law when possible, for the sake of saving two or three dollars' worth of disrepair. Why should the Government tolerate this utter indifference on the part of such persons to the general health? Privately we consider that they are getting off cheaply when the official price is stated at three dollars. We would willingly see it set at five—with a fine of a hundred dollars thrown in for breach of the law.

The Flogging Ordinance.

Yesterday in the Legislative Council a Flogging Amendment Ordinance was read for the first time. Should it ultimately pass, it will be a part of the Hongkong law that no criminal may be thrashed twice—for the same offence. We should have thought that the times were too full, and the other needs of the Colony too pressing, for the Government to be able to spare much time for such considerations as "this, Hongkong law provides that flogging shall be inflicted in certain cases, and one would think that whether this was given in a lump or spread over a period of time was a matter for individual judges to decide. Pleasure or pain exist more in the anticipation than in the realisation, and the judge who orders, let us say, ten strokes with the "cat," to be given at the expiration of the accompanying imprisonment sentence, is inflicting a far heavier punishment than one who orders that the same amount of flogging shall be administered on the rising of the court. Similarly two instalments of five strokes will be a sharper dose than one of ten at the beginning of the imprisonment. If the Government decides that such flogging shall not be given on the instalment plan, we trust that it will still leave a judge free to order, if at the expiration of a sentence if, in his opinion, the seriousness of the offence demands it. It is only right that a certain class of ruffian for whom the "cat" has to be prescribed should have a few marks to show to his admiring friends when he leaves gaol.

The "Messiah."

We are not disposed to doubt the Jewish World's statement as to the Kaiser's alleged conduct in the synagogue at Loiz. The man has never been entirely sane any time, and the events of the war have been more than enough to unbalance a mind that was always weak. "Blasphemy" is almost too dignified a term to apply to such behaviour. It is merely the conduct of a man who ought to be in a snug padded room. But why do his advisers allow him to do such things? Or have they accepted the inevitable and reached the "don't care" stage? If they had any real regard for their "cause" it would surely occur to them to point out to the mad monarch that his performance at Loiz would be most painful not only to all Jews who take their Faith seriously but to Christians as well. Jews look for a different sort of Messiah from anything that modern Prussia has to offer, while to Christians the New Testament warning as to false Christs and false prophets must necessarily occur.

Antichrist. If the Emperor of Germany were less of a maniac we should far more readily see in him the Antichrist, "the Man of Sin" foretold by the Bible than the Messiah; for what other man in the history of the world has ever been responsible for a tide of the slaughter which he has brought about. This morning's wireless speak of four hundred thousand Frenchmen slain within ten months. To these are to be added gruesome lists of dead Britishers, Indians, Belgians, Russians, Turcos, Italians, Serbians, Japanese, Austrians, Turks—and Germans. The awful total is too terrible to think upon. Human lives, literally by the million, wasted in order that one man's vanity and lust after an impossible supremacy might seek to gratify themselves. If this is not the work of Antichrist, whose work is it? Perhaps the worst punishment that could befall William of Hohenzollern would be a return to complete sanity. He would then be in a condition to meditate, for the rest of his life, on what his own folly has brought about.

HARBOUR OFFENCES.

Before Commander C. W. Beck with R.N., at the Marine Court this morning, P. O. McFall, charged four boat masters with unlawfully mooring their boats within the limits of the Southern Fairway in the harbour, on the 9th inst. The case was dismissed with a caution.

DAY BY DAY.

ILL FARES THE LAND, TO HASTENING ILLS A PREY, WHERE WEALTH ACCUMULATES AND MEN DEOAY.—Goldsmith.

The Weather.

Lower level 8 a.m. Temp. 84; overcast.
At the Peak 8 a.m. Temp. 76; clear.

Count the Columns.

Yesterday the Telegraph published 361 columns of solid reading matter. To-day there will be 351 published.

The Mails.

American Mail.—Due per s.s. Hakata Maru to-day.
Siberian Mail.—Closes per s.s. Luchow to-morrow at 5 p.m.

Up to the Minute—Share Market News.

Closing prices:—
Canton Insurance.—\$368, buyers.
North China Insurance Tls. 160, buyers.
Union Insurance Society of Canton, Ltd.—\$910, buyers.
China Fires.—\$150, buyers.
China and Manila.—\$5, 40 cents buyers x the return of \$4.50 per share.
Docks \$75, buyers.
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Indo-China.—\$111, buyers.
Star Ferry.—\$35, sellers.
Hongkong Lands.—\$110, buyers.
China Sugar.—\$123, buyers.
Luzon.—\$40, buyers.
Humphrey's Estates.—\$6.10, sales and buyers.
West Point \$72.—buyers.
Kung Yik.—14, buyers.
Shanghai Cottons in Shanghai.—Tls. 97, buyers.
Hongkong Rope.—\$25, buyers.
Langkats.—Tls. 39, buyers.
Dooglass.—\$56, buyers.

The Dollar.

The rate of the dollar on demand to-day is 1s 9 3/10d.

To-day's Anniversary.

To-day is the 529th anniversary of the Battle of Sempach, at which the Swiss overthrew the Austrians and gained their liberty.

National Relief Fund.

The following subscription to the National Relief Fund is announced in the London and China Express of June 4:—Mr. C. Kwong 'Wo, Hongkong, per the Commander-in-Chief, China Station, Singapore, £145 13s. 11d.

Royal Colonial Institute.

According to the London and China Express Mr. Herbert R. B. Hancock (Hongkong), Mr. Walter Makepeace, and Mr. Archibald G. H. Smart, M. B. (Singapore), have been elected non resident Fellows of the Royal Colonial Institute. Mr. Makepeace, who has many friends in Hongkong, is one of the leading newspaper men of the Far East, is Manager of the Singapore Free Press and a major in the Straits Volunteers.

Notice to Travellers.

Attention is drawn in our advertisement columns to the necessity for persons desiring to leave the Colony, to apply at the Central Police Station instead of at the Provost Marshal's Office for permission to do so. This change is the outcome of the bill which was passed yesterday at the Legislative Council transferring the duties from the latter office to the Police. The particulars required are the same as before and applicants must apply at least forty-eight hours before they intend to leave the colony.

Formerly A.D.C. to Sir Henry May.

Lieutenant Roy Berriman Hatfield, Post Office Rifles who figures in the Roll of Honour, was born in October, 1885, and educated at Merchant Taylors' School and Brasenose College, Oxford, says the London and China Express. He obtained his commission in the Territorial Force in March, 1912. In 1914 he was appointed private secretary and additional A.D.C. to the Governor of Hongkong, with the local rank of captain, but on war being declared he applied for leave and rejoined his regiment, the Post Office Rifles.

NOTES ON THE CRISIS.

IN THE DARDANELLES.

France and Russia.

The figures as to French casualties supplied by the Relief Committee are indeed terrible and make our own losses seem small by comparison. We have at least the grim satisfaction of knowing that Germany's casualties must be at least thrice as many, and that the gallant French will yet bitterly avenge the slaughter of four hundred thousand of their men. Both France and Russia are continuing the harrying process which would sap the hope and strength out of fiercer troops than the enemy is ever again likely to be able to muster. Offensive after offensive is developed by Germany or by Austria, only to be checked—if often at a frightful cost to the Allies, yet in such a manner that, for the enemy, disaster is piled on disaster. There is probably a deal more in the Austrian communique than meets the eye, and the Russian communique of the same date seems to form a fitting sequel to it. More stories of heavy German losses come from the Apremont and Biala-Pratra region in the west as well as from the Lemberg neighbourhood.

The Dardanelles.

Worse still, if anything, is the enemy's outlook in the Dardanelles. By land and by sea the German-Turks have, it is evident, made a frantic attempt to drive back our men for good and all. The effort seems to have been miserably futile; for Sir Ian Hamilton reports that, while our own losses were negligible, the enemy continues to suffer considerably in this way. The report adds that "the enemy is finding it difficult to drive his infantry forward in face of our fire." This may be read together with the painful little extract from captured Divisional Orders which appeared in yesterday's Foreign Office wire. The question now is, how much longer will these luckless German-riden Turks consent to sacrifice their brethren wholesale at the bidding of the madman of Potsdam?

The Falaba Judgment.

Lord Mersey's decision concerning the behaviour of the Germans at the sinking of the Falaba has been a long while coming, and was, in any case, pretty much of a foregone conclusion. Thus the sole value of the finding is that it will further influence American sympathy, the more so that Lord Mersey is extremely popular and looked up to in the States. The judgment shows that life-saving measures were promptly carried out and that, as we might have supposed, proper discipline was maintained throughout. Lord Mersey is anything but a sentimentalist; anything but a man to have his decision influenced by hysterical or vindictive statements; and we think the world will have no difficulty in seeing that the charge originally made against the submarine's crew of laughing and jeering at the drowning persons' efforts to escape has been quite well established.

Mr. Lloyd George and Lord Haldane.

If Mr. Lloyd George does not give Lord Haldane the lie direct he goes as near to it as makes no difference. Lord Haldane's version of the munitions history given in a speech at the National Liberal Club recently is, it seems, "incomplete and in some respects inaccurate." The tail of Mr. Lloyd George's statement carries a particularly nasty sting—"the unwisdom of these partial and unauthorised disclosures of the decisions of high confidential committees." Lord Haldane has never shown himself over-wise in politics and this scab from a former colleague cannot be regarded, except by extreme partisans, as unmerited.

CANTON NEWS.

New Military Stations.

Can'on, July 7.
General Lung has established two new military stations along the Canton-Kowloon Railway, at Sak Pi and Sum Chun. Both places are now garrisoned, the stronger force being at Sak Pi, where a good road has been made from the Railway to the hill where the garrison is stationed.

Canton Christian College Ceremonies.

The graduation exercises of the Canton Christian College were held on two large flower boats moored alongside the Government wharf for the occasion, July first. The chief officials of the city were present either in person or by representatives. Certificates of graduation from both the primary and the middle schools were granted and prizes allotted to the deserving ones. At the conclusion of the exercises light refreshments were served.

Death from Snake Bite.

Travellers on the junk plying between Canton and neighbouring places have frequently been entertained, or disgusted, as the case may be, by seeing medicine vendors pull vicious looking snakes out of sacks and allow them to fasten their fangs upon the arm or other parts of their anatomy. Then by swallowing some of their own marvellous medicine and rubbing on the wound some miraculous salve, the fakir demonstrates his invulnerability to all accidents and disasters through the virtues of his remedies. On the junk named "Kut Cheung" which plies between this city and Hok Shan, one of these exhibitors, called "Black Bone," has been entertaining the passengers with the kind of performance above mentioned and incidentally exhorting them to "never forget their country's insults." On the 3rd inst, as he was going through with his little show, the serpent evidently decided upon making a little by-play that was not on the bill, and he fastened his fangs into a finger of "Black Bone's" left hand with really deadly intent. When the exhibitor succeeded in disengaging his finger from the snake's mouth, there was a wound present that presented characteristics he was hardly prepared to meet. He valiantly fought the snake venom with all his remedies, but they proved totally unreliable in the presence of real danger and the man died in a very short time.

Canton Electric Supply Co.

The Government owns a million shares in the Canton Electric Supply Company, or rather, did until recently. They placed 20,000 of them on the market a few days ago and they were at once bought up by the Company. The shareholders held a meeting and sent word to the Government that they were ready to buy the rest of the million shares when the Government wished to sell.

Macao Boundary Question.

The Chief of the Water Police together with his secretary and a number of officers went to Macao on the 2nd inst. to try to wind up the negotiations concerning the long disputed boundary question.

Special Subscriptions.

The Chief of Police has issued a proclamation asking the attention of all Chinese to a resolution passed at the last meeting of the Society for raising funds for the relief of the country to the effect that a universal subscription should be demanded from every house, of a month's rent, to be shared equally by the landlord and the tenant. If the house or shop is occupied by the landlord himself, he shall pay \$2.00 for each red beam, or side. It is suggested that the subscriptions be started in Canton and then extended to all the country. The subscribers are invited to appoint their own committees to collect the subscription and deposit it in the Bank of China and to watch carefully how the money is expended. This is the same scheme that was suggested at the time of the establishment of the Chinese Republic.

THE PENTA MOTOR.

Another Successful Trial Trip.

Some time ago we mentioned the trial trip of the Russian Volunteer Fleet despatch boat the "Volunteer," fitted with a Penta 13/15 h.p. motor. Messrs. The Swedish Trading Company who have just supplied a similar motor for a boat belonging to Messrs. B. A. H. and Co. of Swatow, sent this boat on her trial trip to Canton a few days ago. The trip up was most successful, speed being maintained at an average of 8 knots and making Canton in just ten hours.

On the way down, the Company's managing engineer, Mr. Almborg, who was on board, had quite an exciting time. After passing Obia Rock some squalls sprang up with rather rough headwinds. Before the boat could be put about the little craft (she is a 28 footer) dipped her nose full into it and got all but swamped. Pratt's reef was only a few yards astern. Had the motor struck then, there would probably have been an end both to the vessel and to those on board her. But it kept on, turning, judging by its burr, the same number of revolutions as usual. The water stood up to the carburetor, splashed lustily over magneto, spark plugs and valves and the fly wheel sped through it like a turbine.

The crew bailed with whatever receptacle they could lay their hands on. Yet another dip, though not quite so bad as the first one, a few anxious moments, and she was up and steered clear of Pratt's reef, and came to an anchor in the bay there.

After the sea had subsided somewhat the trip down to Hongkong was continued without further accidents. It says much for a motor that it can stand such rough handling and be depended on in such emergencies. Often enough we hear of the unreliability of motors in general, and their tendency to strike just when you most need the thing, and it is therefore gratifying to know that some very great difficulties have been overcome in motors of modern makes.

VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut.-Col. A. Chapman V.D. are as under:—

Joined.

The undermentioned, having joined the Corps are allotted Corps numbers and posted as follows:—No. 1880 Private C. J. Hewitt to Scouts Company. No. 1870 Private F. C. Todd to Centre Section M.G. Co.

Weekly Reports.

The Weekly state is required at the Orderly Room not later than 5 p.m. to-morrow 9th instant.

Dress.

The new badges of rank will be worn by 2nd Class Warrant Officers (Company Sergeant Major) from this date.

Parades.

Parades for Friday, 9th instant. 4.00 p.m. Recruits of Scouts Co. (except No. 3 Section)—Part 1. Musketry Course, at King's Park Range. 5.30 p.m. Signalling Section—Aiming Drill and Musketry exercises at Headquarters. Sergt. Bullock will attend.

Detail.

Gun Club Hill, Kowloon on duty until morning of 10th instant—H.K.V.R. On duty 10th to 17th instant Civil Service Company. Officer on duty. Capt. Churchill. Detention.—Camp, Kowloon, on duty until morning of 10th instant—H.K.V.R. On night of 10th instant Scouts Company. Officer on duty. Capt. Stewart. Orderly Officer 10th to 17th instant—Lieut. Rees. Orderly Sergeant 10th to 17th instant—Sergt. Longmuir.

TELEGRAMS.

HOLT A GERMAN PROFESSOR.

MORE BOMBS FOUND.

(Reuter's Service To The "Telegraph.")
London, Received July 8.
The anthropometric measurements of a German Harvard Professor named Muenster, who disappeared after the suspicious death of his wife, have been compared with Holt's body, and has established identity. It has been ascertained that unexploded bombs have been found concealed in cargoes of automobiles on three cargo steamers which were bound from New York for France.

THE DUTCH NAVY.

DEFENCE OF JAVA INSUFFICIENT.

London, Received July 8.
The Government, in replying to the report of the Chamber on the Bill enlarging the Fleet, say that it is impossible to abandon the construction of two cruisers, and adds that the present system of defence of the Dutch Indies, especially Java, is insufficient.

OBITUARY.

COLONEL C. T. JESSOP.

London, Received July 8.
The death is announced of Colonel C. T. Jessop.
[Colonel Charles Thorp Jessop, C.I.E., V.D., emigrated to Assam as a planter in 1878, and served in the frontier war as a volunteer in 1891. He was appointed Commandant of Assam Valley Light Horse in 1903, and was also Hon. A.D.C. to the Viceroy of India. He was 57 years of age at the time of his death.]

TIGERS.

He posed amid the jungle grass,
Clean stripes and eyes of fire,
For well he knew that way she'd pass,
Would stop and must admire.
He gently waved his tail and purred
He felt he could not fail,
A twig is snapt, his quick ear heard:
She looks upon her mate.
Hid in the grass, coquette or shy
Nor comes, nor goes, but stays;
And crouching never moves her eye,
But watches all his ways.
He rises, stretching limbs and jaws,
And stands, a thing of might
With tearing teeth, and tearing claws,
She, ravished at the sight,
She makes no move, she makes no sound
But will he know she's there,
Impatient grow, and looks around
With glowing sulky air.
He makes as though to leave the place,
She sees him hurt in pride,
A crooning cry, a leap with grace,
And she is by his side.
In deep content they mated stand,
And mingle breath with breath,
Henceforth in love to roam the land,
And deal out nightly death.—
Spring Pet.

TROUBLESOME SKIRT.

The Lady and the Tailor.

In the Summary Court, this morning, the Hon. Mr. Justice D. M. Kie for the sum of \$72.50.
Mr. Denny, of Messrs. Denny and Bowley appeared for the plaintiff and the defendant appeared in person.
The defendant said she admitted the debt, but she would ask his Lordship if she could not have a skirt delivered to her for which she had paid. The dress did not fit and she sent it back. She was asked to go to the shop to be fitted and because she did not do so, the tailor went to her and abused her. She complained to the manager and then it was alleged that she was going to leave the Colony without paying.
His Lordship said he would take the case in Chambers tomorrow.
The defendant said she had paid \$120 and asked was she not to get anything?
Mr. Denny said there seemed to be some dispute and the case had better go to Chambers. If there was anything to be returned it would be returned.

THE ARSON CHARGE.

Startling Allegations by Police Inspector.

The charge of arson arising out of the recent fire at 158 Queen's Road East was mentioned again this morning, when Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Harston, appearing for the defence of the master of the shop and the foki charged, applied to Mr. Lindell for bail to be allowed to the prisoners.

Inspector Gordon, in whose charge the case at present rests, said he had been instructed by the Captain Superintendent of Police to object to bail.
Mr. Shenton said that in that case he would ask for the case to be proceeded with at once and in reply to the magistrate's query as to whether he had any evidence he could offer to the court, the Inspector said that he could produce the evidence of the Government Analyst, who would say that on the morning of the fire he was handed an exhibit which was saturated with kerosene, and he could also put a police officer in the box who would swear that there was kerosene running out of the place on the morning of the fire.

In response to an invitation by the magistrate to detail what the case for the prosecution was, the Inspector said that the fire broke out at about five o'clock on the morning of July 7. The Police arrived on the scene and it was then observed that there were two fires in progress. There was an intense heat from the front of the shop and in the absence of a great deal of flame they were able to see that there were not many goods on the premises. Then, when they had got the fire well under, they could see tanks of kerosene floating on the top of the water that was coming from the house. The circumstances of the fire seemed to be suspicious and when he returned to the Police Station, he sent for the master. He, it appeared, left the house early that morning and went to the residence of his concubine taking care to take his insurance policy with him. He left the safe locked up but the books, which he claimed, and would prove, had been specially made up for the occasion, had been left in a small cupboard and rescued by a foki, who did not however endeavour to save his own personal belongings. In fact the foki's belongings were insured for seven hundred dollars.

Commenting on the books the Inspector said there were entries which showed that the master of the shops had on occasions bought goods to the value of \$150 from hawkers, men without shops and of course when he was asked whether he could produce them he was unable to do so. He would also be able to prove that the defendant and his foki came down from Canton to Hongkong some six months ago and rented another house next to a pawnbroker's and insured it. About two months ago the foki employed by the pawnbroker went into the defendant's shop and remarked to another foki:—"Your master's premises are heavily insured, I don't know whether you are going to have a fire." This seemed to have put the defendant off and a move was made to the present premises where the fire occurred.

Mr. Shenton said that as representing the foki he thought from what Inspector Gordon had said that there might be a strong case for the master of the shop to answer but not for the foki and therefore he thought that they should be admitted to bail.

Inspector Gordon was of the opinion that they could at least be charged with being accessories before the fact.

The Magistrate did not see his way clear then to fix bail for the foki at less than \$5,000 each and refused it for the master of the shop.

Theft from the Jockey Club.

Mr. Scull of the Jockey Club

Stables has reported to the Police that sometime yesterday someone stole from the harness room four rolls of harness leather valued at \$800 the property of the club.

TRADE INQUIRY LIST.

We are indebted to the American Consul General of Hongkong for the following Trade Inquiry List.

Hongkong merchants are invited to correspond with American concerns seeking Hongkong connections as listed below:—
Ores, Metals and Alloys, C. W. Leavitt and Co., of Cortlandt Building, New York City, seek Hongkong connections for the purchase in the United States of ores, metals and alloys and all similar goods. Their references are on file in the "Consulate General."

Tractors and Motor Cars. The Knox Motors Company of Springfield, Mass., is seeking Hongkong connections for the sale of its pleasure cars, tractors and motor fire apparatus and similar cars and invites correspondence.

Oregon Pine. Messrs. Schwager and Nettleton, Inc., of Seattle, Wash., seek Hongkong connections for the sale of Douglas fir, generally known as Oregon pine, in the South China district. The company particularly seeks direct connection with users of such lumber.

Blasting powder. The E. I. du Pont de Nemours Powder Company of No. 120, Broadway, New York City, is seeking Hongkong connections for the sale of special blasting powders and invites correspondence. Camphor, rhubarb & similar products. The Peninsular Trading Agency Inc., of No. 31, Nassau Street, New York City, are interested in the import into the United States of crude drugs such as camphor, rhubarb, unseed oil, gallnuts, albumen, cantharides, soya bean oil and similar products and invite correspondence. They also invite correspondence as to the export of American merchandise.

Perforated Metals.—The Harrington & King Perforating Company of No. 114, Liberty Street, New York City, seeks Hongkong connections for the advancement of its business as manufacturers of perforated and sheet metals of all varieties and invites correspondence.

Paints and Oils & Lubricating Oils.—Messrs. Yates & Company of 709-714, Folsom Street, San Francisco, Cal., seeks Hongkong connections for the sale of their line of paints, particularly for shipbuilding varnishes or cold water paints and similar goods and also a line of lubricating oils of every variety.

Porcelain Enamelled Sanitary ware. The Kohler Company of Kohler, Wis., seeks Hongkong connections for the sale of its line of porcelain enamelled iron sanitary ware, a catalogue of which is on file at the Consulate General. The company invites correspondence.

Boilers.—The E. Keeler Company of Williamsport, Pa., the export sales office of which is at 17, Battery Place, New York City, seeks Hongkong connections for the sale of its line of return tubular boilers and similar products and invites correspondence.

Woolen Fabrics. Messrs. French and Ward of 79-81, Worth Street, New York City, seeks Hongkong connections for the introduction of their line of fleecy fabrics used largely for ladies' wraps, bath robes, dressing gowns, petticoats, infants' and children's clothing and such purposes and invite correspondence.

POLICE RESERVE ORDERS.

Police Reserve Orders issued to day state:—

Parades.

Friday, July 9th.—Combined Parade in uniform and with Rifles 5.30 p.m. sharp.

Monday, July 12th.—Inspection of all ranks in uniform by H.E. General Kelly. The Police Reserve will fall in at the Volunteer Headquarters (adjoining the Peak Tramway Station) at 6.00 p.m. punctually. No further parades other than for recruits, will take place during the week commencing July 12th.

(Sgd.) F. C. JENKIN,
D. S. P. (Reserve).

DAIRY FARM NEWS.

OUR

SUMMER DRINKS

COLD FRESH MILK

SOUR SKIM MILK

Make your own junket, we will furnish you with Rennet Tablets. FREE OF CHARGE.

MORE ARGUMENT.

Alleged Trifling with the Court.

At the Summary Court, this morning, Mr. Faithfull and Mr. Mason (Messrs. D'Almada and Mason) had their "List Day" argument.

Last week the question between them was as to particulars, Mr. Faithfull stating that the evening before the day for trial of an action, Mr. Mason had sent him copious particulars which he could not be expected to deal with at such short notice.

This morning Mr. Faithfull said there was a case fixed to come before his Lordship at 2.30 this afternoon in which he appeared for the plaintiff and Mr. Mason appeared for the defendant.

Here Mr. Mason laughed and Mr. Faithfull turning on him said "My Lord, my friend seems to treat this matter as a joke, but I do not; I think he is trifling with the Court. Three weeks ago to-day my friend was ordered to give me particulars of his counterclaim and my Lord, he never gave me particulars of his counterclaim."

Mr. Mason: I did.
Mr. Faithfull: Three weeks ago to-day you ordered my friend to give me particulars of his counterclaim and he never gave me particulars until late on the Thursday afternoon of last week and the case was to come before your Lordship for trial on the next day.

Mr. Mason: I sent my friend—
Mr. Faithfull: Don't interrupt. His Lordship: Let him go on.
Mr. Mason: I must correct my friend's errors of memory (loud laughter.)

Mr. Faithfull: My memory is as good as your's. They were delivered on Thursday last—

Mr. Mason: I—
His Lordship: Sit down Mr. Mason.

Mr. Faithfull: And now he sends me an amended claim which I have not had time to deal with as he sent it at 5.45 last night. It is perfectly unreasonable for me to be asked to come here to-day to deal with the case in Court and I think it is a matter of trifling with the court—my friend is laughing all the time. (Laughter.)

Mr. Mason: My friend will see that the particulars on the writ are the same as those sent before, the difference is the price of the work done by his clients.

Mr. Faithfull: My clerk tells me the price has been reduced to three hundred instead of six—it is reduced by half the amount.
Mr. Mason: I have only altered the price on the advice of an expert witness.

His Lordship: I will make an adjournment for a week—it will not go on this afternoon.

Mr. Faithfull: Will your Lordship order the defendant to pay costs?

His Lordship: You must wait for that.

Tennis League.

The following team will represent the Wigwam Club in their match against Hongkong Club tomorrow:—Sewell, Le Breton, Lambert, Humphreys, Dwyer, Pederson.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

July 1	...	Tons 253
" 2	...	" 265
" 3	...	" 235
" 4	...	" 248
" 5	...	" 249
" 6	...	" 280
" 7	...	" 250
" 8	...	" 258

Total to 8th inst. 2136

Daily average 267.00

GOLF.

The Running Pool at Fanling.

We have been supplied with the following particulars in connection with the golf events:—
Class A.—Handicaps of 10 and Under.

Mr. T. W. Hill ... 82 ser. 82
Mr. O. B. Johnson 82 8 82
Tie—27 entries.

Class B.—Handicap of 11 and over.

Mr. N. S. Marshall 97 14 83
Mr. G. R. Sayer ... 97 12 85
Mr. E. J. R. Mitchell 101 14 87

Winner—32 entries.
Happy Valley.

Captain's Cup and Pool.

July 3rd, 4th and 5th.

Mr. F. J. de Rome 100 18 82

Mr. F. H. Kales 92 10 82

Hon. Mr. D. Landale 98 15 83

The Cup—No entries for Pool.

Soldier and Journalist.

Lieutenant-Colonel Stuart Hantly Hooper, who has died in London as the result of an illness contracted at the front, was for many years a member of the editorial staff of the Times. He could boast of Royal Scout ancestry, his mother being Lady Alice Maud Stuart, daughter of the fourth Earl of Castle Stewart. Colonel Hooper passed into the R.H.A. from Woolwich in 1887, served in various batteries in India, and in 1901 retired on half-pay and took up the adjutancy of the Fuffolk Militia Artillery. He began to contribute to the Times in 1900, and subsequently joined the staff as a writer on military matters. For some years he was also editor of the Army and Navy Gazette.

TO-DAY'S ADVERTISEMENT.

G. R. R. NOTICE.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.
Hongkong, 9th July, 1915.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

ALL WOOL

TAFFETA

Shirts

SMART

DESIGNS

ALL WOOL

TAFFETA

Pyjamas

TROPICAL

WEIGHT



16 DES VŒUX ROAD.

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TELEPHONE 346.

LADIES'

FINE SHOES

NEW

ELEGANT

SHAPES

FOOTWEAR

NOW SHOWING

LIGHT

WEIGHT

WALKING

PUMPS

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The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

COLLARD & COLLARD'S

RENOVED PIANOS

BRITISH MADE THROUGHOUT

Eight of which have been supplied to the
S.S. "AQUITANIA."

(BRITAIN'S LARGEST LINER).

NEW MODELS JUST ARRIVED.

ANDERSON MUSIC Co., Ltd.

6, DES VŒUX ROAD.

TEL. 1322.

"King George IV" Whisky

THE "TOP NOTCH" OF SCOTCH.



THE DISTILLERS COMPANY, LIMITED,
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Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
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Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

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ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	10th July	14th July
CHANGSHA	21st Aug.	25th Aug.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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BRITISH INDIA S. N. CO., LTD.
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Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Sangola," tons 5,182, Capt. Milne, R.N.R. will be despatched for Shanghai, Kobe & Moji on the 23rd July.

The above steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, July 7, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD. and CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
FRIDAY, 9th JULY.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

SATURDAY, 10th JULY.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Honam. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

S.S. Sui Tai, Tons 1651. | S.S. Taisan, Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th JULY.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. Sui Nam, 588 tons and S.S. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

IPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	\$Kamo Maru Capt. Shimizu \$Kashima Maru Capt. Yagi	T. 15,000 {THUR., 15th July at noon. T. 20,000 {THURS., 23rd July, at noon.
VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, and Yokohama	\$Sado Maru Capt. Asakawa	T. 12,500 {TUES., 27th July, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	\$Nikko Maru Capt. Takeda \$Hitachi Maru Capt. Tomimaga	T. 9,600 {FRI., 16th July at 4 p.m. T. 12,500 {TUES., 17th Aug. at 11 a.m.
CALCUTTA via S'pore, Penang & Rangoon	\$Hakata Maru Capt. Kawashima	T. 12,500 {SATURDAY, 10th July.
BOMBAY via Singapore, Malacca and Colombo	\$Jinsen Maru Capt. Terada	T. 8,000 {THURSDAY, 22nd July.
KOBE & Yokohama	\$Kawachi Maru Capt. Kurozumi	T. 12,500 {MONDAY, 19th July.
SHANGHAI, Moji and Kobe	\$Kamakura Maru Capt.	T. 12,500 {THURSDAY, 22nd July.
NAGASAKI, Kobe & Yokohama	\$Hitachi Maru Capt. Tomimaga	T. 13,500 {FRIDAY, 16th July at 10 a.m.
SHANGHAI, Kobe and Yokohama	\$Suwa Maru Capt. Murai	T. 21,000 {TUES., 13th July at 10 a.m.

{ Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kamo Maru	16,000 tons	Thursday 15th July
Kashima	20,000 "	" 29th July
Mishima	16,000 "	" 12th Aug.
Suwa	21,000 "	" 26th August

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Sado Maru	12,500 tons	Tuesday 27th July
Awa	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	\$Luchow	11th July at 4 light
MANILA, CEBU & ILOILO	\$Chinhua	13th July at 4 p.m.
SHANGHAI	\$Sinkiang	13th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships, electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kauchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Pass ages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 9th July, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected in or about	For	Will leave on or about
Tillamap	.....	in port	.....JAVA	10th July
Tikembang	.....	in port	.....SHAI	12th July
Tilliwong	.....	in port	.....JAVA	15th July
Tibodas	.....JAVA	15th July	.....JAPAN	22nd July
Timanock	.....JAVA	18th July	.....	.....

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leaves Hongkong
Nippon Maru	22,000 - 18 knots	Tuesday, 13th July, at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	27th July, at noon.
Chiyo Maru	22,000 - 21 knots	24th Aug., at noon.
Tenyo Maru	22,000 - 21 knots	14th Sept., at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc. ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ PANAMA, CALIFORNIA, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	.....	22nd July at 11 a.m.
Eastern	15th July	9th Aug. "
Aldham	2nd Aug.	23rd Aug. "
St. Albans	23rd Aug.	17th Sept. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	FRI., 9th July at 2.30 p.m.
Haiming	W. C. Passmore	TUES., 13th July at 2.30 p.m.
Haimup	A. H. Stewart	FRI., 16th July at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

LOG BOOK.

Remarkable Repairs Made On

High Seas.
A fine piece of work was accomplished by the officers and engineers of the O. M. steamer Hinochi on her way to Taku, when it was discovered that her propeller shaft was badly fractured. The fracture, which was in the intermediate length, was about 18 in. long and 5 in. deep and occurred when the vessel was about twenty-five miles west of Howki Island. The fractured shaft was served by the chief officer with a length of 1-1/2 in. steel wire which was hoisted on with a Spanish windlass and in this manner the vessel was enabled to reach Tongku, a distance of 150 miles, without further accident. Temporary repairs were carried out there, three heavy clips being put on the fractured shaft, and hardwood supporting blocks placed underneath, and in this way she was enabled to reach Shanghai, arriving on May 28, where a new shaft was supplied.—Shipping and Engineering.

Japanese Shipping Boom.

The shipbuilding yards of Japan, says a Japanese contemporary, are now besieged with orders for the construction of vessels. To start with, the Osaka Shosen Kaisha has ordered from the Osaka Iron Works the construction of six vessels each of 10,000 meas. tons worth ¥970,000 per vessel for delivery at the end of 1917. The Mitsui Bussan Kaisha has placed orders with the same company for two vessels each having measurement tonnage of 5,000 valued at ¥400,000 per vessel for delivery by the end of 1918. One vessel of 3,500 tons class, worth ¥300,000, has also been ordered from the Uraga Dock by the Hokkaido Colliery Steamship Co., Muroran. The number of vessels ordered since the beginning of this year from the four large shipbuilding yards of Japan totalled 35, having a total measurement tonnage of 244,500, as mentioned below:

No.	tons.
Kawasaki Dockyard	6 51,000
Mitsubishi Yard	6 51,000
Osaka Iron Works	19 128,500
Uraga Dockyard Co.	4 14,000
	35 244,500

Panama Canal Expenses.

A loss of approximately 10 per cent. has been experienced by the government on account of the operation of the Panama canal during the first eight months. The canal government has just announced that up to March 1 the earnings of tolls fell short of meeting the expenses of operation and maintenance by \$281,098.09. From the beginning of the present fiscal year, on July 1, 1914, to March 1, 1915, a period of eight months, the total expenditure attributed to operation and maintenance was \$2,595,613.33. The total earnings of tolls in the period were \$2,333,515.24. In other words, a business requiring the expenditure of \$2,595,613.33, the government has lost approximately 10 per cent. It was explained that the operation and maintenance include all the diversified expenditures necessary for keeping the canal open and in order, and the work of handling vessels through; and to such expenditures have been added a prorated part of the expenses of the civil government, of the sanitary work, and of general administration. These three latter items have amounted to \$574,570.82 during the period. Over a third of the total overhead expense of the Panama canal is assigned to operation and maintenance. Tolls earned during March, 1915, amounted to \$580,784.89. The cost of operation and maintenance has not been summarized, but it is estimated that it will be approximately \$425,000. This would carry the total for nine months to about \$3,020,000, against toll earnings of \$2,894,300.20, and reduce the loss to approximately \$125,000 or \$130,000, about four per cent. of the expenditure for operation and maintenance.

Oysters, Fresh, Fried or Stewed
Fladen Haddock, Kippers, &c.,
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
MANILA	Yuensang*	Sat., 10th July at 3 p.m.
W'WEI & Tientsin	Chipsing*	Sun., 11th July at d'light
SANDAKAN	Mausang*	Tues., 13th July at noon
S'PORE, Pang & C'outta	Laisang*	Tues., 13th July at 3 p.m.
MANILA	Wingsang*	Sat., 17th July at 3 p.m.
SHANGHAI	Hangsang*	Sun., 18th July at d'light

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan. For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For Steamer. Date of Departure.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents. [9]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

TO SAIL

"INDRA" LINE LIMITED.

TO

BOSTON & NEW YORK, VIA
PANAMA CANAL.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215, Sub. Ex. 9. Agents.

Hongkong, 3rd March, 1915.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
VIA SUEZ.

THE Steamship

For Freight etc. apply to

THE BANK LINE LIMITED.
General Agents.

Hongkong, 29th May, 1915.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Atlantique	M. M.	10, July
M'les, L'don via S'pore etc.	Kamo M.	N. Y. K.	15, July
London via Usual Ports of Call	Sardinia	P. & O.	17, July
Marseilles & London	C. of Rangoon	B. L. L.	26, July
London via Usual Ports of Call	Kashgar	P. & O.	30, July
Marseilles via Ports	Polynesian	M. M.	7, Aug.

NEW YORK, SAN FRANCISCO AND CANADA

South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'isco via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
New York, Boston via Suez Canal	Egmont C.	D. & Co.	13, July
Via, T'ma via K'lung & S'hai B.C.	Tacoma M.	O. S. K.	15, July
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
Genoa, London and Hull	Glenturret	S. T. Co.	20, July
Delagoa Bay, D'ban, E.L'don &c.	Gujarat	B. L.	23, July
San F'isco via S'hai & Japan etc.	Shinyo M.	T. K. K.	27, July
Seattle	Shwsei M.	J. M. Co.	27, July
San F'isco via S'hai & Japan &c.	Persia	P. M. Co.	3, Aug.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	10, Aug.
San F'co via Manila & Japan &c.	Siberia	P. M. Co.	17, Aug.

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	16, July
Australian Ports via Manila	Empire	G. L. Co.	17, July

SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haitan	D. L. Co.	9, July
Shanghai, Kobe and Yokohama	Polynesian	M. M.	12, July
Sandakan	Mausang	J. M. Co.	12, July
Swatow, Amoy & Foochow	Haiching	D. L. Co.	12, July
Shanghai, Kobe & Yokohama	Suwa M.	N. Y. K.	13, July
Shanghai	Tjikembang	J.C.J. L.	15, July
Shanghai	Oriental	P. & O.	15, July
Swatow, Amoy & Foochow	Haimun	D. L. Co.	16, July
Manila	Wingsang	J. M. Co.	17, July
Shanghai, Moji & Kobe	K'kura M.	N. Y. K.	22, July
Shanghai, Kobe & Moji	Sangola	D. S. Co.	23, July
Shanghai	Tijpanas	J.C.J. L.	Q. deep.
Shanghai	Tijtaroom	J.C.J. L.	Q. deep.
Japan	Tijlatap	J.C.J. L.	Q. deep.
Shanghai	Tijmanook	J.C.J. L.	Q. deep.
Shanghai	Tijbodas	J.C.J. L.	Q. deep.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,
General Agents.

TO SAIL.

FOR SEATTLE.

The Steamship

"SHINSEI MARU"

will be despatched about the
end of July.For freight and particulars,
apply toJARDINE, MATHESON
& Co., Ltd.

Agents.

Hongkong, 30th June, 1915.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York,
via Suez.For Freight, Passage and
Further Particulars, apply to—JARDINE, MATHESON
& CO., LTD.
Agents.Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 23rd February, 1915.MOVEMENTS OF
STEAMERS.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 23rd inst., and may be expected to arrive here on or about 15th July.

The Australian Oriental Line s.s. TAI-YUEN left Manila for Hongkong direct on the 7th inst., and may be expected to arrive on the 16th inst.

AMERICAN MAIL.

The P. M. s.s. SIBERIA arrived at San Francisco on June 29, also that the MONSIEUR s.s. sailed from Yokohama for Hongkong via Kobe, Nagasaki, and Manila on the 1st inst., and is due here on the 13th inst.

MERCHANT STEAMERS.

The I. C. S. N. s.s. NAMSANG from Calcutta is due at Hongkong on the 20th July.

The S. L. s.s. RADNORSHIRE from London is due at Hongkong on the 12th July.

The s.s. SANGOLA sailed from Calcutta on the 1st inst., and may be expected here on or about the 18th inst.

VESSELS IN PORT.

Steamers.

Onsang, Br. s.s. 1,728, Tough, 27th June— Fremantle, Gen.—J. M. & Co.	Faru Maru, Jap. s.s. 2,224, N. Yagaki, 27th June—Moji, 29th June, Coal —A.B.K.
Riojun Maru, Jap. s.s. 3,001, Y. Yamaguchi, 28th June—Kobe, 26th June, Gen.—D. & Co.	Mausang, Br. s.s. 1,624, G. Hottecock, 29th June—Sandakan, 23rd June, Timber—J. M. & Co.
Laksang, Br. s.s. 977, Matthews, 29th June— Haiphong, 27th June, General—J. M. & Co.	Tanzen Maru, Jap. s.s. 1,422, J. Nishikawa, 29th July—Hongkong, 29th June Coal—M.B.K.
Jade Fr. s.s. 386, J. Pannier, 2nd July— Haiphong, 29th June, Rice—O.S.K.	Anhui, Br. s.s. 1,355, G. Eedy, 3rd July— Shanghai, 29th June, General— J. M. & Co.
Chingtu, Br. s.s. 1,368, J. Speed, 4th July— Bangkok, 27th June, Rice— C.S.N. Co.	Phu-yoh, Fr. s.s. 1,296, Ribante, 5th July— Saigon, 1st July, Rice—B. Co.
Tijhembong, Dut. s.s. 8,013, N. v. Wight Junium, 5th July—Java, 28th June, Sugar—J.C.J. L.	Anna, Norw. s.s. 1,017, A. Amtyen, 5th July—Bangkok, 28th June, Rice— T. & Co.
Tijlaong, Dut. s.s. 3,051, A. Oldenburgh, 5th July—Manila, 2nd July, Sugar —J.C.J. L.	Kong Moh, Br. s.s. 2,555, Kinghorn, 6th July—Singapore, 30th June, Gen.— Chinese.
Wakamatsu Maru, Jap. s.s. 1,722, Yama- naka, 6th July—Wakamatsu, 30th June, Coal—M.B.G.K.	Yuensang, Br. s.s. 1,128, P. H. Rolf, 6th July—Manila, 3rd July, Gen.—J. M. & Co.
Haitan, Br. s.s. 1,183, J. W. Evans, 7th June—Swatow, 6th July, Gen.— D. L. & C.	Singan, Br. s.s. 1,917, Mills, 6th July— Hobow, 5th July, Gen.—B. & S.
Mexico City, Br. s.s. 3,179, N. A. Starkey, 7th July—Saigon, 3rd June, Rice— Chinese.	Daimenzan Maru, Jap. s.s. 1,138, Tanaka, 7th July—Tsingtau, 2nd July, Salt —Snowman.
Shinkoku Maru, Jap. s.s. 3,398, N. Ayabe, 7th July—Sydney, Coal—Molan.	Quarta, Br. s.s. 2,490, G. Hooker, 7th July— Bangkok, Rice—B. & S.
Pooloe, Chi. s.s. 859, E. Migaoka, 7th inst. —Bangkok, 30th ult., Rice and General—Chinese.	Chofu Maru, Jap. s.s. 1,592, S. Osee, 7th July—Karatsu, 30th July, Coal— M.B.K.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA," (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register, Length 680
Feet. Beam 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA,
KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	£36
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	114
Reduced rates to all Points in the United States, Canada, and Europe.	
Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.	
DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.	
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.	
Special rates to Missionaries, and their families.	
For full information regarding freight and passage apply to	
NIPPON YUSEN KAISHA, Agents.	
Prince's Building	

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
MARSEILLES & LONDON...City of Rangoon		26th July.
LONDON.....Kandahar		25th Aug.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 18th June 1915.

General Agents.

"GLEN LINE"

(McGREGOR COW & Co.) Ltd.

For Genoa, London & Hull

The s.s. "GLEN TURRET."

Captain P. T. Jones, will be despatched for the above ports
on or about 19th July.

For freight and Further Particulars, apply to

SHEWAN TOMES & Co.

Hongkong 9th July, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—				
NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	ENTRANCE BREADTH	DEPTH OVER BULKHEAD	RISE OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	700	120' (top)	10'	7' 6"
No. 2 Dock, Kowloon	371'	74'	10' 6"	7' 6"
No. 3 Dock, Kowloon	254'	42' 3"	14'	7' 6"
Patent Slip, No. 1 Kowloon	240'	60'	15'	7' 6"
Patent Slip, No. 2 Kowloon	280'	60'	15'	7' 6"
SAI-KONG-TSUI				
Cosmopolitan Dock	460'	81'	20'	7' 6"
ABERDEEN				
Hong Dock	420'	84'	15'	7'
Largest Dock	501'	84'	15'	7'

OFFICE: KOWLOON.
Telephone No. 1.

Please Address Enquiries to the Chief Manager.

R. M. DYER S.S.C. M.N., Kowloon Dock Hongkong

TOWN OFFICE,
QUEEN'S BUILDINGS,
Telephone No. 30, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, JULY 9, 1915.

SHORT-LIVED COMPANY.

Failure of the Hongkong Turkish Bath and Toilet Company.

Before Mr. Justice Hazland, in the Bankruptcy Court, this afternoon, in re the Hongkong Turkish Bath and Toilet Company Limited.

Mr. F. C. Jenkin, instructed by Mr. F. B. L. Bowley applied for a compulsory winding-up order.

The petition was as follows:—Winding up in the matter of the Companies' Ordinance 1911 and in the matter of the Hongkong Turkish Bath and Toilet Company Limited. On the petition of Luk Man Tak trading as Yung Chung and Company of No. 15 "O" Wellington Street, contractor.

(1) The Hongkong Turkish Bath and Toilet Company Limited was on September 10, 1914, incorporated under the Companies Ordinance.

(2) The registered Office of the Company was at 13, Queen's Road Central.

(3) The nominal capital of the company was \$27,000 divided into 2,700 shares of \$10 each. The amount of the capital paid up or credited as paid up is \$12,500 according to the return of the allotments filed on March 3, 1915.

(4) The objects with which the company was established was to acquire and take over as a going concern the business then carried on under the style or firm name of the Paris Toilet Company, and all or any of the assets of the proprietor of that business in connection therewith and with a view thereto, to adopt and carry into effect with or without modification (1) an agreement of September 3, 1914 between Jean Otto Sapiess, hair-dresser and G. K. H. Brutton, Solicitor. (2) An agreement dated September 3, 1914 between J. O. Sapiess and Katherine Sapiess and the said G. K. H. Brutton on behalf of the company whereby the employees agreed to serve the company on the terms and conditions therein contained. (B) To carry on the business of barbers, hair-dressers, dealers in perfumery and all toilet requisites, manures, Turkish and other bath proprietors, dealers in tobacco and fancy goods and chemists and druggists and all business of a like or kindred description and other objects set forth in the memorandum of the association thereof.

(5) Your petitioner has done work and furnished materials for the company at their request as follows:—October 13, 1914, to cost of erecting and supplying bathrooms, partitions, frames etc. as certified by the architect, \$3,033.50. By cash on account \$750. Balance \$2,283.50.

(6) The company is indebted to your petitioner in the said sum of \$2,283.50. Your petitioner has made an application to the company for payment of this debt, but the company has failed and neglected to pay the same or any part thereof.

(7) On or about November 11, 1914, your petitioner duly commenced and prosecuted action No. 203 of 1914 in the Original Jurisdiction of this Court against the Company for the recovery of the said debt. The company appeared to the writ in the said action and your petitioner on March 26, 1915 recovered judgment in the said action against the Company by consent for the sum of \$2,283.50, being the amount of the said debt and \$50, agreed costs. The said judgment is wholly unpaid and unsatisfied, and the amount is justly due and owing to your petitioner.

(8) On or about March 12, 1915 and April 6, 1915, the bailiff of this Court distrained upon the goods of the Company. After payment of the said distrains no goods of the Company remained

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph".]
(To the Editor of the Hongkong Telegraph.)

MATHEMATICAL FORMULA WANTED.

Sir—The formula which you supplied in response to my letter of yesterday appears to work only when the series commences with unity; otherwise it breaks down. The result can of course be arrived at by assuming the series to be complete and deducting the sum of the missing series from that of the total—both calculated according to the formula—but this method, though practical, is hardly scientific.

I have heard, by the by, that lotteries conducted on this principle are illegal in England. Is this so?

Yours, etc.,
G.

Hongkong, 9 July 1915.

[Owing to an error 30,625 was printed in the footnote to our correspondent's letter instead of 31,375. As regards his question to-day, we gave the formula as it would be used for calculating the amount in a raffle from unity, to a certain number. It may be made to apply generally, however, if we let n denote the first number, N the last and T the number of terms in the series; or

$$S = \frac{n(N+1)}{2}$$

Thus from 1 to 250, both numbers inclusive:

$$S = \frac{1 + 250}{2} \times 250 = 31,375$$

Or, from 10 to 250, both numbers inclusive:

$$S = \frac{10 + 250}{2} \times 241 = 31,330$$

ED. H.K.T.

Cargo by the s.s. Karmala.

Shipped per P. & O. s.s. "Karmala" Voy 342/530, which sailed on July 3 is as follows:—London 401 Bales P. Ococon, 12,100 Pkgs Tea, 192 Pkgs. Rat-tan Core, 1,280 Rolls Mats and Matting 49 cases Chinaware, 13 cases Woodware, 4 cases Bambooware 43 cases Bristles, 20 Bales Raw-silk, 3 c/s P. Effects, 1 c/s Old Documents, 3 c/s Silk, 6 c/s Opium Glasgow, 14 c/s Chinaware, Man-chester, 100 Bales Waste Silk Gibraltar, 1 c/s Silk Goods Lyons, 95 b/s Raw Silk Marseilles, 3581 Pkgs Tea, 100 Bales Raw Silk, 500 Slabs Tin, 31 c/s Knoted Hemp, 5 c/s P. Effects Port Said, 7 c/s Glass Bangles Suez, 10 c/s Paojam Silk.

which could be seized in execution. (9) The Company is unable to pay its debts.

(10) In the circumstances it is just and equitable that the Company should be wound up.

Mr. Jenkin said this was an application for a compulsory winding-up, the petition had been duly advertised and the Registrar had been satisfied that all the requirements of the Ordinance had been complied with and after his Lordship had heard the petition he would ask his Lordship to make an order for the winding up of the Company under Section 130 of the Companies Ordinance. His Lordship would see that it was incorporated in September and had been an extremely short-lived Company. Since the land-lord had distrained for rent on April 6 the Company had carried on no business at all. The petition was not disputed because judgment went by consent. The Company was unable to pay its debts because after the land-lord's distraint there was nothing left on which execution could be levied.

His Lordship:—Is it necessary to make any other reference to the appointment of a liquidator. Mr. Jenkin:—No, my Lord nothing further.

His Lordship:—I will make an order for the winding up under that section.

PRINCE OF WALES' FUND.

(Subscription List, No. 40.)

Police, 9th Sub ... \$298
Collected from boxes at Blake Pier, Star Ferry Pier & Peak Tram Stations from 1st January to 30th June ... 21.26
Mr. R. D. Harvey's Fund: Collected by Capt. C. A. Matton, Amoy: Mr. & Mrs. C. A. Matton ... 5
Miss E. O. Sullivan ... 5
Mr. I. Gibson ... 10
Mr. L. Noble ... 5
Mr. G. F. Matthews ... 5
Mr. S. Wheeler ... 10
Mr. H. Cadman ... 10

Collected by J. J. Mokky, Kowloon: Mr. & Mrs. Frank Smith ... 5
Mr. W. R. McKay ... 5
Dr. J. A. MacDonald ... 1
Rev. Duncan McBae ... 1
Miss Agnes I. Dickson ... 1
Dr. Jessie A. MacBean ... 1
Miss Ethel C. Reid ... 1
Miss Florence H. Langrill ... 1
Master Jack McKay ... 1

Collected by Miss Maquere: Miss Walker ... 3
Miss Square ... 15
Dr. Foreyth ... 5
T. A. L. ... 6
Mr. White ... 10
Mr. Chapple ... 5
Mr. Martin ... 10
Mr. Maurizio ... 5
Mr. Overy ... 5
Mr. F. Mackintosh ... 5
Mr. Douglas ... 5

Collected by Mr. R. D. Harvey:—

Mr. J. P. Scott, Haiphong ... 26.00
Staff Holt's Wharf, Kowloon ... 59
Herbert Goffe, Esq., O.M.G. 12th Sub. ... 50
Capt. S. C. H. Wilde Staff Cement Works, Kowloon ... 73
Capt. Lossius ... 10
B. D. H. ... 60
F. Bavington ... 10
C. G. Fry ... 7.50
E. F. Lyle ... 3
F. A. Coleman ... 3
W. McKay ... 3
A. E. Harvey ... 2
Mr. & Mrs. McGrahan ... 2
L. S. 3.10 & H.B. 5.00 ... 8.10

A. and F. M. ... 344.20
50 ... 50

Carried forward ... \$ 883.86
Already acknowledged Lists 1/39 ... \$ 250,851.25

Monthly Subscriptions Already acknowledged Lists 1/39 ... \$ 50,723.51

Remitted to London:—22/12/14 £17,000 at 1/9 5/16 22/3/15 £7,000 at 1/9 1/10 28/5/15 £2,000 at 1/9 ... \$290,117.47

Balance in hand ... \$ 18,978.15
N. J. STABB.
Hon. Treasurer.
Hongkong, 8th July, 1915.

Bijou Theatre.

On Saturday a remarkable picture, entitled "The Secret of the mysterious X" will be screened at the Bijou Theatre. The film is an eight-part one, ten thousand feet in length, and is, we understand, a most dramatic and powerful production, magnificent in every detail. It is produced by the Danish Biograph Company.

COMPANY MEETING.

Royal Mail Steam Packet Company.

The Annual General Meeting of the proprietors of the Royal Mail Steam Packet Company was held recently at the Cannon-street Hotel, Sir Owen Phillips K.C.M.G. (Chairman of the company), presiding.

The Chairman said:—Gentlemen,—In October last we issued an interim report giving a clear statement of the position of the company's affairs as affected by the war. It is evident that this interim report was explanatory in a large degree, for we have received only one or two letters regarding the accounts submitted to you to-day. Since I have been chairman I have for 12 years been able each year to report that the company has been making steady progress, and last year I was in a position to inform you that the company was, in a very sound financial position. Much has happened in the last 12 months, and the country is now in the midst of the greatest war the world has ever known. From various statements that have appeared in the Press it may be assumed that all shipowners have been on a bed of roses since the war began, but this is very far from being an accurate account of the position. Some companies, especially those owning tramp steamers, did fairly well in 1914, and are now earning large profits, and some liner companies have also earned reasonable profits, but this company which have had to bear the full burden of assisting the country to carry on the war, without receiving compensation advantages for the disabilities under which they have been placed in this great national emergency.

Shipping Companies and the Port of Southampton.

As you know, the company's principal home port is Southampton, where we have a large office with 120 clerks, also large engineering works, stores, steam laundry, &c., with a total shore staff of no less than 1,400, and where we have built up a valuable shipping connection without any break in its continuity for over 70 years. Shortly after the commencement of the war the Government found it necessary in the national interests to close the port of Southampton to merchant shipping. We, of course, do not complain of this action; because to win the war must be the first consideration of all, but I wish to explain our position for your information. Of the three great shipping companies using Southampton as their principal port, one company had only been a short time located in the port and was possibly very little inconvenienced by being obliged to return to its former home port of Liverpool, but the other two companies, of which this company is one, have both suffered severely by the closing of Southampton to their steamers and the dislocation caused to the whole of their arrangements for the carrying on of their mail services. The Government have appointed a "Committee for the Diversion of Shipping in Time of War," consisting of three well-known gentlemen, to deal with cases of this kind, and I hope when we put forward a claim for the actual loss the company has sustained by the closing of our home port of Southampton, that it may receive sympathetic consideration. (Hear, hear.) Having been turned out of Southampton, our mail steamers have been forced to use Liverpool and London—at both of which ports we have had many difficulties to contend with when using such accommodation as was available—the Port of Liverpool being very congested.

The Company's Fleet and Investments.

The policy of the court of directors has sometimes been criticised, and I think, therefore, gentlemen, that now the time of trial has come, you will be interested to know how the policy adopted by the court has stood the test. Would the company have been in a better position to-day if we had adopted a less progressive policy? I say, without fear of contradiction, that the answer is in the negative. At the present time we have rather over 10 millions invested in shipping, of which nearly 5 1/2 millions are invested in our own fleet, and 4 1/2 millions in allied steamship companies. The amount invested in the allied companies at the end of the year was almost exactly equal to the amount of our debt-stock. The dividends received from our interest in the allied companies were considerably more than sufficient to pay the whole of our debenture interest, and the various companies are steadily writing down the book values of their fleets. Although the results of the allied companies vary, as a whole they have strengthened their position during the past year, and the value of these investments is now considerably higher than the figure at which it stands in the company's book. If the proprietors wished this policy to be reversed there would be no difficulty in selling these investments at or above their book value, but this would not in our opinion be a wise policy to adopt.

Reserves and Depreciation. We have also been criticised in the past for having devoted a large proportion of the earnings to writing down our fleet and building up our reserve funds. I consider this is answered by the fact that to-day our reserves have stood the company in good stead, notwithstanding the ordeal which the company passed through, the fleet stands in the books to-day at a very moderate figure. We had a very bad year in 1914, but the court of directors decided to carry on the sound policy of writing off full depreciation as usual. (Hear, hear.) We have written off the full 5 per cent. depreciation on the first cost of our fleet, and owing to the increase in the size of the fleet the amount written off for depreciation is the largest amount in the company's history. Although we have unfortunately been unable to recommend the payment of a dividend on the Ordinary stock, the vast majority of our proprietors who hold their stock as an investment can feel that, with the exception of the reduction in the reserve fund, the company is to-day in as sound a position as it was twelve months ago. We have had many difficulties to contend with, not the least of them being the great increase in the cost of running our various services without any corresponding increase in revenue. War insurance has also been a very heavy drain upon this company, as it commenced at 8 per cent. per annum, and is still at 6 per cent. per annum on the value of the steamers. The actual amount paid for war insurance premiums on voyages completed in the last five months of last year amounted to £85,000.

Steamers Armed with Guns.

Two years ago I reported to you that on the suggestion of the Admiralty we had fitted at our own expense large guns (4 7/16 in.), lent to us by the Admiralty, on our mail and intermediate steamers trading with the Argentine, and the example we set in this respect was followed immediately by several other companies. Although we were much criticised at the time by a section of the public, who were then less able to appreciate the true position with reference to Germany than they are to-day, we have been more than justified in the action we took with your approval, as although most of the company's

steamers have been trading in what was the "danger zone" in the South Atlantic, not one of our steamers armed with guns has so far been interfered with.—(Cheers.)

The Admiralty's Chartering Arrangements.

A good many criticisms have appeared in the Press as to the low rates of freight allowed by the Admiralty for vessels requisitioned by his Majesty's Government. In some directions there has been a tendency to complain that these rates have been far below the rates that could have been obtained for the vessels in the open market, for employment in ordinary commerce. I must, however, express my view that the chartering arrangements of the Admiralty during the present war have proved businesslike and efficient, and have been conducted with due regard to the nation's interests, and with a desire, so far as was consistent with that interest, to act fairly towards the shipowner. (Hear, hear.) It must be remembered that an important element in raising freights to the present high level has been the enormous quantity of tonnage taken by the Admiralty from its ordinary avocations for war purposes. The continual withdrawal of tonnage by the Admiralty has assisted, along with other causes, in gradually forcing up the general market level to the advantage of the tonnage not requisitioned for Admiralty purposes. While it may seem hard that vessels should continue to be requisitioned and remunerated on a basis much below what they could secure if left free, it could hardly be expected that the Admiralty, whose action has largely caused the advanced rates, should follow the market upwards and pay the shipowner for requisitioned tonnage the same rates as he could obtain for free tonnage. I think the Admiralty have chosen a fair middle course, and that shipowners as a body have no just cause to complain of the treatment they have received from the Transport Department of the Admiralty. No doubt individual shipowners have suffered through an exceptional proportion of their tonnage being requisitioned, but the Admiralty are now, I understand, endeavouring, as far as is consistent with naval exigencies, to spread the requisitions as evenly as possible amongst all British shipowners, making every shipowner bear his fair proportion of the burden.

The Company's Staff and The War.

It will, I think, be a source of gratification to the proprietors to know that 1,094 of the employees of the company are now serving with his Majesty's forces both on land and on sea. (Cheers.) Several hundreds of the officers and men of our ships are at present in the Navy, and are to be found on board his Majesty's ships in the North Sea, at the Dardanelles, and on the trade routes of the world, besides those on our own vessels now in Government service as hospital ships, transports, &c. In addition, many members of our staff are fighting on the Continent and elsewhere. Naturally this has entailed extra work and pressure on those left behind, but all have loyally and cheerfully borne the added burden. Whilst those of our officers and men who are serving with the Navy are risking their lives for their country, I would remind you of the fact (not always fully realized or appreciated) that those who man our merchant ships are daily facing risks and perils unknown before, and I consider they deserve the highest praise for the way in which they have stuck to their duty. (Hear, hear.)

The Outlook.

As you know, I have in the past made it a rule at our annual meeting never to give any forecast of the coming year. I have always told you that the shipping

BISLEY IN WAR TIME.

Splendid Work for New Armies.

London, May 29.—Major-General Lord Chelmsford, presiding at the meeting of the National Rifle Association to-day, said that from the outbreak of the war Bisley Camp had been turned into a school of marksmanship and a training centre for the military forces. The work had been continued with the greatest success.

The school of marksmanship had made excellent progress, and up to the close of the last course no fewer than 1,500 officers and non-commissioned officers had attended the school, and of these 251 officers and 940 non-commissioned officers had passed as instructors. About 120 officers and 350 non-commissioned officers had passed as instructors and had been appointed to brigades of the New Armies and in addition a large number of officers and non-commissioned officers had passed as instructors to the Territorial Forces. There was also a machine gun school where officers and non-commissioned officers and men are trained in the use of the machine-gun, and up-to-date about 423 officers and non-commissioned officers had passed through these classes.

The camp and ranges were also used for instructional work by the motor machine-gun training centre, and the ranges had been engaged for the marksmanship training of some of the brigades of the New Armies.

In one way and another the members of council had been very busy in connection with the war, either at the front or in doing good work in various ways, and his lordship thought that the National Rifle Association had proved that their convictions in the past regarding rifle shooting had been based on good lines and that they were not an obsolete and old-fashioned body, adopting old methods as some people considered them to be.

Colonel Richardson gave an interesting account of the work which had been done in marksmanship instruction at Bisley, as the result of which the experts trained at Bisley were responsible for the training of something like 1,250,000 men. *Pal's Mail.*

trade is an adventure and it always will be; but we are living in exceptional times, and I think this year the proprietors may reasonably ask me to make some forecast for 1915. Well, gentlemen, there is one thing I can definitely state. It is highly improbable that so many different factors, all adversely affecting the company, should ever again happen in any one year as happened last year. We still have some difficulties to face, but I am justified, and I say this deliberately, in assuring you that the company is not only through the worst of its difficulties, but we have more than turned the corner, our net revenue is increasing, and you may look forward with reasonable confidence to much improved results for the coming year. (Cheers.) I shall be pleased to answer any questions. I now beg to move "That the report of the directors and the accounts and balance-sheet submitted to this meeting be and the same are hereby received and adopted, and that a dividend of 2 1/2 per cent. less income-tax (making with the interim dividend 5 per cent. for the year) be and the same is hereby declared on the Preference stock."

PUBLIC AUCTION.

CEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on **TUESDAY, the 13th July, 1915**, commencing at 11 a.m., at his Sales Rooms, Duddell Street, **A Large Consignment of Lace & Insertion** (The above will be offered in such lots as will suit both whole-sale and retail.)
On view from Monday, the 12th July.
Terms:—Cash on delivery.
CEO. P. LAMMERT.
Auctioneer.

CONSIGNEES

TOYO KISEN KAISHA.

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND SHANGHAI.

The Steamship "NIPPON MARU."

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 6th July at noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all goods remaining undelivered on 12th July at 5 p.m. No Fire Insurance whatever will be effected.

No Claim will be recognised after the goods have left the Steamer or Godown. All chafed and damaged cargo will be landed into the Godown, where they will be examined on 14th July at 10 a.m. No Claims will be recognised if filed after 19th July.

K. DOI,
Acting Agent.
Hongkong, July 5th 1915.

NOTICES.

SILIMPOPON (SEBATTIK) COAL.

The undersigned having been appointed Agents for the **Cowie Harbour Coal Co., Ltd.** are prepared to quote prices for best quality **Silimpopon Coal** (trimmed into Bunkers at seabattik or Sandakan (British North Borneo)).

Silimpopon Coal compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at Sebatik or Sandakan exclusively for Silimpopon Coal (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay, (Sebatik Harbour) Prices, and all other information concerning the Port can be had on application to the Agents.

BRADLEY & Co., Ltd.
Agents Cowie Harbour Coal Co., Ltd.
Hongkong, 8th June, 1915.

NOTICE

It is hereby notified for the information of the public that the whole of the business, stock-in-trade, furniture and fixtures of the **Ming Chan (茗珍) Tea Shop** carrying on business at No. 369 and also at the first floors of Nos. 367 and 371 Queen's Road West, have been sold to and taken over by the undersigned as the sole proprietor thereof as and from the 10th day of June, 1915, and the said business is now carried on under the style of **Ming Chan Sing Kee (茗珍成記)** and the former proprietors (or proprietor) have (or has) no concern whatever in the said business.
Dated the 7th day of July, 1915.

LI SIK YAN (李錫恩)
MING CHAN SING KEE.

Don't forget after the Show Service, and Light Refreshments at **ALEXANDRA CAFE.**
Open till Midnight.

ENTERTAINMENTS.

VICTORIA THEATRE.

FRIDAY, 9th July, 1915

The Most Marvellous Programme ever Presented
The Great Sensational Feature Film
Which has caused such a Commotion in the Colony.
15th & 16th Episodes

of the
"PERILS OF PAULINE"
"See the Great Duel!"
"Pauline being Rescued!"
Pathe's British Gazettes
Latest & most sensational events
See the Great Keystone Comics.

BIJOU THEATRE.


7th, 8th & 9th July
the Thrilling Drama
THE PIT

in 3 parts—Length 4,000 feet
RODOLFI IS MISSING AT THE PERFORMANCE
a farce comedy in 2 parts, etc., etc.

Saturday 10th July
an Exclusive Feature
THE SECRET OF THE MYSTERIOUS "X"

in 8 parts, 10,000 feet

NOTICES.



When you buy a Ford Touring Car you buy what you pay for—a real touring car—and infinitely more than is usually implied in the term "touring car." Low first cost, durability and lowest cost of operation explain the economy in Ford cars.

ALEX. ROSS & Co.,
4, DES VŒUX ROAD.
Sole Agents.
Telephone 27

BATHING
EVERY EVENING AT NORTH BEACH.
ICES.

Cold Minerals, Tea, Coffee, Cakes, etc.
Supplied from 4 p.m. daily at Hongkong prices.
With Best attendance.
THE ALEXANDRA CAFE
CATERERS.

FRENCH LESSONS

C. MOUSSION 15, Morrison Hill Road

PUBLIC AUCTION

GEO. P. LAMMERT.
AUCTIONEER, SHARE & GENERAL BROKER

A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

THE Undersigned has received instructions from Yuen Tsar (who is giving up business in Hongkong) to sell by Public Auction on **Friday & Saturday the 9th & 10th July, 1915**, commencing each day at 2.30 p.m., at his Sales Rooms, Duddell Street, **The Whole of His Valuable Collection of Antique China & Curios** from Sung to T'owk wong periods.

Comprising:—
5-coloured, 3-coloured and Blue and White Vases, Plates, Bowls, Figures, etc., etc.
Very Fine Blue and White Vase, Kanghi.
Very Fine Sang-de-boeuf Vase, Ming.
Very Fine Famille Rose Vases, Yungching.
Very Fine Famille Rose Plaques, Kienlung.
Very Fine 3-coloured Flower Pot, Yungching.
Very Fine Famille Rose Plates & Bowls, Yungching (Imperial).
Very Fine White Soft Paste Vase, Kanghi.
Soochow Redwood Screens inlaid with Famille Rose and Blue and White Kienlung and Kanghi Porcelain Plaques, Porcelain Pictures inlaid in wood, etc., etc.

Soochow Redwood Curio Stands, Cabinets, Tables and Chairs.
N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.
Catalogues will be issued.
On view from Tuesday, the 6th instant.
Terms:—Cash on delivery.

GEO. P. LAMMERT.
Auctioneer.

OFFICIAL MARKET PRICES

Hongkong, March 125, 191
BUTCHER MEAT.

Beef Sirloin—Mei Lung Pa	lb.	19
" Prime Cut—	"	21
" Corned—Ham Ngau Yuk	"	19
" Roast—Shiu	"	19
" Breast—Ngau Lam	"	17
" Soup—Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	20
" do.,—Sirloin—Ngau Lau	"	30
" Sausages—Ngau Oheung	"	24
Bellock's Brains—No	per set	10
" Tongue, fresh—Ngau Li	each	50
" corned—Ham Ngau Li	"	60
" Head—Ngau Tan	"	\$1.00
" Heart—Ngau Sum	lb.	14
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Keuk	each	11
" Kidneys—Ngau Yiu	"	11
" Tail—Ngau Mei	"	18
" Liver—Ngau Kon	lb.	13
" Tripe (undressed)—Ngau To	"	6
Calves' Head & Feet—Ngau-tai-tau-kenk	set	\$1.00
Mutton Chop—Yeung Pei Kwat	lb.	25
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	27
" Saddle—	"	27
Pigs Chittlings—Chu Chong	"	27
" Brains—Chu No	per set	24
" Feet—Chu Keuk	lb.	13
" Fry—Chu Chap	"	15
" Head—Chu Tau	"	16
" Heart—Chu Sam	each	11
" Kidneys—Chu Yiu	"	18
" Liver—Chu Kon	lb.	23
Pork Chop—Chu Pak Kwat	"	24
" Corned—Ham Chu Yuk	"	28
" Leg—Chu Pei	"	20
" Fat or Lard—Chu Yau	"	20
Sheeps' Head and Feet—Yeung Tau Keuk	set	60
" Heart—Yeung Sam	each	8
" Kidneys—Yeung Yiu	"	12
" Liver—Yeung Koa	lb.	26
" Sucking Pigs, to order—Chu Tsai	"	22
Suet, Beef—Shang Ngau Yau	"	20
" Mutton—Shang Yeung Yau	"	28
" Veal—Ngau Tsai Yuk	"	19
" Sausages—Ngau Tsai Oheung	"	20
" Lard—Chu Yau	"	20

POULTRY.

Chicken—Kai Tsai	lb.	35
Capon, Large, Small—Sin Kai	"	34
Ducks—Ap	"	32
Doves—Pan Kau	"	18
Eggs, Hen—Kai Tan (cooking)	per doz	20
" (fresh)—	"	36
Fowls, Canton—Kai	lb.	42
" Hainan—Hoi Nam Kai	"	30
Geese—Ngo	"	24
Pigeons, Canton—Pak Kap	each	28
" Hoihow—Hoi How Pak Kap	"	25
Snipe—Sha Tsui	each	22
Turkeys, Cook—Fo Kai Kung	lb.	60
" Hen—Na	"	45
Pheasant—Shan Kai	"	75
Quail—Om Chun	"	25
Partridges—Che Ku	"	65

FISH

Barbel—Ka Yu	lb.	16
Bream—Pin Yu	"	18
Canton Fresh Water Fish—Hoi Sin Yu	"	15
Carp—Li Yu	"	20
Catfish—Chik Yu	"	12
Codfish—Man Yu	"	14
Crabs—Hoi	"	26
Cuttle Fish—Mak Yu	"	18
Dab—Sha Mang Yu	"	12
Dace—Wong Mei Lap	"	13
Dog Fish—Tit To Sha	"	10
Eels, Conger—Hoi Man	"	13
" Fresh water—Tam Sui Yu	"	18
Eels, Yellow—Wong Sin	"	32
Frogs—Tin Kai	"	33
Garoupa—Shek Pan	"	40
Gudgeon—Pak Kap Yu	"	16
Herrings—Tao Pak	"	20
Halibut—Cheung Kwan Kap	"	20
Labrus—Wong Ka Yu	"	18
Loach—Wu Yu	"	26
Lobsters—Lung Ha	"	28
Mackerel—Chi Yu	"	20
Monk Fish—Mong Yu	"	32
Mullet—Chai Yu	"	10
Oysters—Shang Ho	"	12
Parrot Fish—Kai Kung Yu	"	22
Perch—Tao Lo	"	18
Pike—Fa Pan Fong	"	16
Plaice—Pan Yu	"	15
Pomfret, Black—Hak Chong	"	26
Pomfret, White—Pak Chong	"	28
Prawns—Ming Ha	"	38
Ray—Pai Pa Sha	"	10
Rock Fish—Shek Kau Kung	"	15
Roach—Chun Yu	"	12
Salmon—Ma Yu	"	30
Shark—Sha Yu	"	7
Skate—Po Yu	"	8
Shrimps—Ha	"	25
Snapper—Lap Yu	"	28
Sole—Fat Sha Yu	"	26
Tench—Wan Yu	"	16
Turbot—Cho Hoi Yu	"	18
Turtles, small, fresh water—Kau Yu	"	60

FRUITS.

Almonds—Hang Yau	lb.	35
Apples (California)—Kam Shan Ping Khe	"	18
" (Chefoo)—Tin Chun Ping Khe	"	18

肉食

Bananas, fragrant, Canton—San Shing Heung Chiu lb.—	"	3
(Brides), Macho—San Heung Chiu	"	3
Chestnuts, Chinese—Foong Lut	"	12
Carambola—Yeung To	"	12
Coconuts—Ye Tse	each	12
Grapes—Po Tai Tsz	lb.	30
Lemons, China—Ling Mang	"	8
" America—Kam Shan Liang Mang	"	10
Lichees Dried—Lai Chi, small Stone	lb	28
" Fresh—	"	15
Oranges, (Canton)—Shan-shang Tim Ohing	"	5
" Sweet—	"	8
Pears, (American)—Kam Shan Shoo Lay	"	10
" (Canton), Cooking—Sha Li	"	10
Peanuts—Fa Shang	"	10
Plantain—Tai Chiu	"	10
Plums—Swatow, Hung Lai	"	14
Pumelo, Siam—Chim Lo Yau	each	14
Shanghai—Lo Kwai	"	15
Walnuts—Hop To	lb	15
Green—Sang Hop Tao	"	15
Water Melon—(Am.) Kom San Sai Kwa	each	15

VEGETABLES, &c.

Artichokes, Shanghai—Sheung-hoi Ah Chi	lb	8
Chenck	"	8
Beans, (French), Macao—Oh Moou Pin Tau	"	8
" (French) Shanghai—Sheung Hai Pin	"	8
" Sprout—Ah Choi	"	10
" Long—Tau Kok	"	10
Beet Root—Hung Choi Tau	each	8
Bitter Squash—En Kwa	"	8
Brinjals, Green—Ching Yuen Kwa	"	0
" Red—Hung Ko	"	8
Cabbage, Chinese, (common)—Ka Teoi	lb	10
Cabbage, Shanghai—Ye Tsoi	"	14
Cane Shoots, bunch—Kau Shun	"	8
Carrots—Kam Shun	lb	6
Celery, Chinese—Tong Kan Tsoi	"	25
Chillies Dried—Kon Lap Chiu	"	10
" Red—Hung Fa Chiu	"	8
" Green—Ching Lap Chiu	"	10
Curry Stuff, English—Ka Li Chiu Liu	"	10
Cucumbers—Ching Kwa	each	8
Garlic—Sun Tau	lb	8
Ginger, young—San Tse Keung	"	6
" old—Lo Keung	"	9
Horse Radish, Shanghai—Lik Kan	"	12
Indian Corn—Suk Mai	each	1
Lettuce—Yeung Shang Tsoi	"	15
Water Chestnuts—Ma Tai	"	8
" Mandarin—Kwai Lam Ma Tai	"	35
Mushrooms, Fresh—Shang Cho Ko	"	35
Musk Melon, Amer.—Kam-san Hong Kwa	each	1
Okroes	lb	1
Onions Bombay—Yeung Chong Tau	"	8
" Green—Shang Chong	"	7
" Shanghai—Sheung-hoi Chong Tau	"	8
Parsley—Kun Tsoi	lb	8
Green Peas—Ching Tau	lb	1
Potatoes, Sweet—Fan Shu	"	3
" Shanghai—Sheung-hoi Shu Tse	"	3
" Japan—Yat Pun Shu Tse	"	8
" American—Fa Ki Shu Tse	"	8
" Foochow—Foo-chow Shu Tse	"	3
Pumpkin—Tong Kwa	"	5
Radish—Hung Lo Pak Tse	"	1
Rhubarb (Fresh)—Tai Wong	"	8
Sage—Tse So	"	6
Shallots—Kon Ching Tau	"	6
Spinach—Yin Tsoi	"	6
Tomatoes—Wan Ke	"	6
Taro—Wu Tau	"	4
Turnips Panti, (Long)—Lo Pak	"	4
" English—Yeung Lo Pak	"	4
Vegetable Marrow—Chit Kwa	"	12
" (American)—Kam-san Chit Kwa	"	6
Water Cress—Sai Yeung Tsoi	"	6
" Lily root—Lin Ngau	"	6
Yams—Ta Shu	"	6
" English—Yeung Kan Choi	"	6
" Tau	"	6

海鮮

High Grade, per bag of 50 lbs.	\$4.50
per lb.	10
Second Grade, per bag of 50 lbs.	4.00
per lb.	08
Third Grade, per bag of 50 lbs.	3.50
per lb.	0
1. Flour:—	
(a) Highest Grade, per bag of 50 lbs.	10
per lb.	10
(b) Second Grade, per bag of 50 lbs.	4.00
per lb.	08
(c) Third Grade, per bag of 50 lbs.	3.50
per lb.	0
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin	35
(b) Unsweetened Condensed Milk, per 1 lb. tin	25
(c) Sterilized Milk, per tin, (18 oz.)	25
(d) Sterilized Milk, per 1 litre tin	35
(e) Eagle Brand, per 1 lb. tin	33
(f) Skimmed Milk, per 1 lb. tin	20
3. Sugar:—	
Cube, (in 6 lb. tins), per tin	1.15
Refined Crystallized, per lb.	14
Granulated, per lb.	14
Soft, No. 1 quality, per lb.	13
No. 2	12
Cooking Salt, 2 cents per lb.	
4. Frozen Meat:—	
The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]	
5. Market Produce:—(See above)	
6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.	
Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding 50c in value (excepting the articles enumerated in clause 5 in Provision No. 18 of the 30th October, 1914, and in the above Schedule) shall if made in subsidiary coin be subject to an additional charge of 15 per cent.	

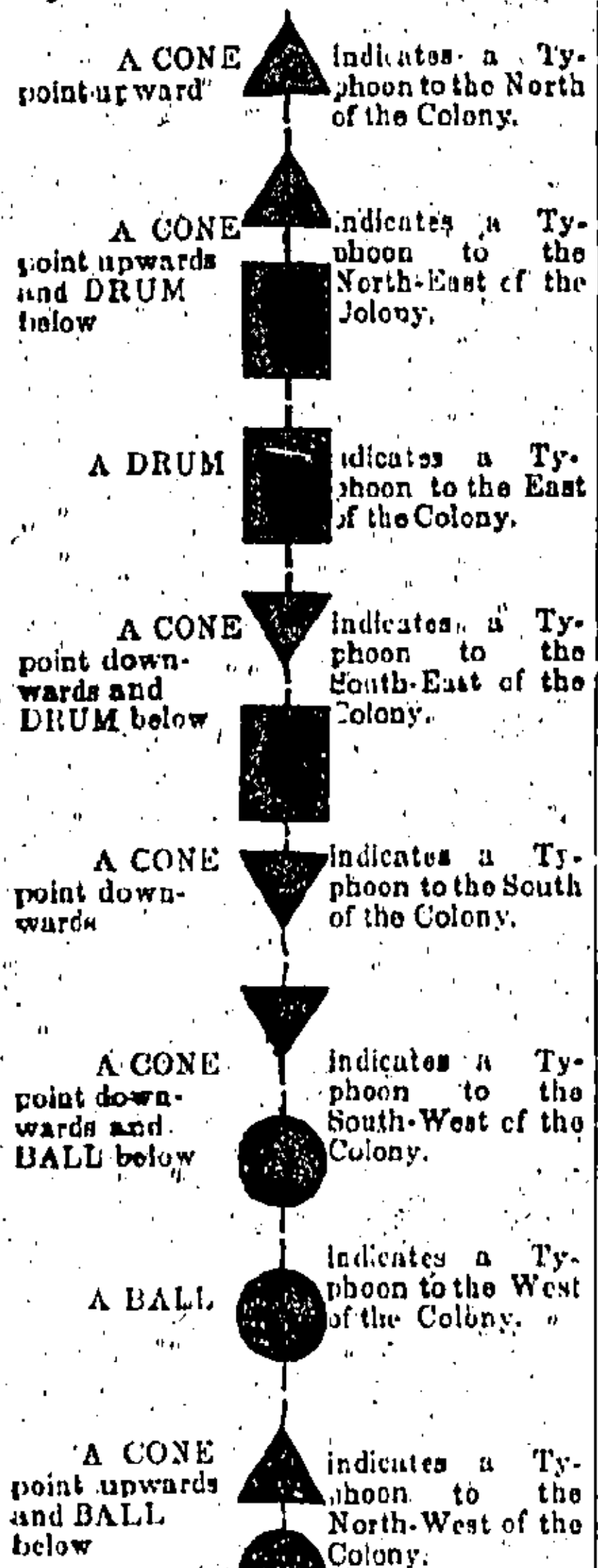
菓子

Almonds—Hang Yau	lb.	35
Apples (California)—Kam Shan Ping Khe	"	18
" (Chefoo)—Tin Chun Ping Khe	"	18

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises, Lat-chi-kok and F. O. Quarters, Lyemot.



RED SIGNALS indicate that the centre is believed to be more than 200 miles away from the Colony.

BLACK SIGNALS indicate that the centre is believed to be less than 200 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS. A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 200 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 200 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS. For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, Waglan, Sau Ki Wan, Stanley, Sai Kung, Cape Collinson, Sai Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signals from the Lighthouse. C. W. JEFFRIES, Director.

THE WAR.

COUNTRIES ENGAGED.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Italy.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS.

June 28—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Serbia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxembourg.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum.

Aug. 5—England at war.

Aug. 7—Germans enter Liege. French invade southern Alsace.

Aug. 15—Austrians enter Serbia. Japan sends ultimatum to Germany.

Aug. 17—British land in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Mulhausen.

Aug. 26—Germans take Longwy.

Aug. 27—Louvain burned by Germans. Japanese blockade of Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Senlis. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Mauvege taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20—Germans bombard Rheims.

Sept. 22—German submarine sinks British cruiser Aboukir, Cressy, and Hogue.

Sept. 28—Indian troops land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2—Germans defeated at Angastowo.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A Boer commando in the Cape Province mutinies.

Oct. 13—Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres.

Oct. 15—Ostend occupied by the Germans.

Oct. 18—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Warsaw ends in German defeat.

Oct. 27—Russians reoccupy Lodz and Radom.

Oct. 29—Turkish naval attacks on

Odessa and in the Crimea.

Oct. 30—Col. Moritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Chile.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mines in Jade Bay.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 6—Tsingtau surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dixmude.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgrade. Gen. De Wet captured.

Dec. 3—Serbians defeat Austrians in three days' battle.

Dec. 3—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 9—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Messudieh in Dardanelles.

Dec. 15—Austrians evacuate Belgrade.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20-23—Severe fighting on the line of the Bzura River.

Dec. 23—French Chamber votes war credit of £340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28—French occupy St. Georges, near Niempot.

Jan. 1, 1915—H.M.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3-4—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 13—Turks occupy Tabriz.

Jan. 13—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea; the Blücher sunk.

Jan. 28—Germans lose heavily at Givency and Cuinchy.

Jan. 31—Germany inaugurates submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20-27—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 3-10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—German losses at La Bassée total 10,000 in three days.

March 14—The Dresden sunk off Juan Fernandez Island.

March 16—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles.

March 19—Russians enter Memel.

March 21—Entire Zeppelin raid on Paris.

March 22—Przemysl surrenders to the Russians.

March 24—British airmen successfully attack German submarine works at Hoboken.

March 25—German submarine U209 sunk with all hands.

March 20—Russian Fleet bombards the Bosphorus. German submarine sinks West African liner Falaba.

March 31—Australia offers another contingent.

April 8—Prinz Eitel Friedrich interned in Norfolk Navy Yard, U.S.A.

April 9—Germany assumes liability for the sinking of the American ship William Frye. Anti-Austrian demonstrations at Genoa.

April 10—German Note to United States complains that the latter has accomplished nothing by her diplomatic correspondence with Allies. Official statement as to ill-treatment of British prisoners in Germany.

April 11—German Socialists issue peace pamphlets. Bishop of London visits entire Front.

April 12—New York Herald demands that Count Bernstorff should be given his passport.

April 13—Sir John French asks for extra munitions.

April 14—H.M.S. Renard steams ten miles up the Dardanelles. Futility Zeppelin raid on Northumbrian coast.

April 15—Dutch s.s. Katwyck torpedoed without notice.

April 18—E. 15 runs ashore in the Dardanelles; officers and men made prisoners.

April 19—Austria's request for food-stuffs to be allowed to pass through Italy refused.

April 20—German Note protests against the seizure, by the British, of the s.s. Paklat. Sir John French repudiates German statement that the British had used asphyxiating gases.

April 21—Russian torpedo-boats sink ten Turkish vessels loaded with munitions.

April 22—Turks prevent Italians in Turkey from responding to mobilisation call. Anti-war riots in Trieste.

April 24—Allies land at three points of the Gallipoli peninsula.

April 25—British capture Hill 60.

April 26—Canadians victory at Ypres. General attack to the Dardanelles by land and sea forces.

April 27—French re-capture Hartmannswillerkopf. Earl Kitchener's statement in the Lords concerning the Germans' ill-treatment of prisoners.

April 29—After considerable opposition, the Allied troops establish themselves across the end of the Gallipoli peninsula. General Hutton resigns command of the 21st Division through ill health.

Mr. Lloyd George introduces proposals dealing with the drink question.

April 30—Further contingent of Australians disembarks at Gallipoli. Respirators supplied to the army as a safeguard against gas.

May 2—Minor sea encounter between British and Germans. British lose the destroyer Recruit, and Germans two destroyers.

May 3—Admiral Jellicoe expresses uneasiness as to the situation in Clyde and Tyne yards.

May 4—America asks for information as to the sinking of the Gulf Light and the attack on the Cushing. Mr. Lloyd George estimates that eight months of war have cost 337 millions.

May 6—Announced that Germans in South West Africa poisoned the wells.

May 7—The Lusitania sunk by German submarines. 1393 lives lost.

Secret of Shamrock IV.

"Sir Thomas Lipton, whose Shamrock IV. is laid up under sealed cover in America, according to the Central News, will at once place an order for a fifth Shamrock, should it transpire that the design of the Shamrock IV. has been disclosed to American yachtsmen. Sir Thomas has already indicated to designers his determination to race a boat whose design and lines are a complete secret to American yachtsmen."

HOTEL LIST.

Hongkong Hotel.	Lambert Hotel.
Anderson S E	Lambert E B
Balwell Murray	Layson O
Baring J H	Lewis D J
Bell C D J	Lloyd G T
Beilman Mrs E R	Longfield S
Bouman G C	Lopez J M
Browne F K	Macdonald G N
Chisholm H	Mann M R R
Campbell D	Markham B
Cass H E	Marriott Dr & Mrs O
Cassell Capt L	McNeill L D
Corneilissen Mrs	Mehta K B
Culand M E	Mercer J
D'Almada Castro	Miller R A
Dr & Mrs	Moody Mr & Mrs J H
D'Almada Castro	Moore Wm
Miss	Neighbour W R
D'Almada Castro	Og Miss J G
Master	Ormsiston J
Davis Mr & Mrs F E	Ormsiston J
Dennis F	Pegg H H
Dodd H C	Platt Miss
Dowling W A	Pittcher A J
Duffy Miss M E	Poll D
Ehrenfeld H E	Reade Miss F S
Finney A C	Reade Miss M L
French Capt & Mrs	Reade Miss M L
E M	Reade Miss M L
Fitzwilliam D G H	Reade Miss M L
Fulmer Mr & Mrs S	Reade Miss M L
Glaister Mrs	Reade Miss M L
Gibb J	Reade Miss M L
Goebel C H	Reade Miss M L
Gould Mr & Mrs J	Reade Miss M L
Gualbourn V	Reade Miss M L
Guthrie H L	Reade Miss M L
Goodrich O L	Reade Miss M L
Hairtean M	Reade Miss M L
Hall Capt T P	Reade Miss M L
Hall W	Reade Miss M L
Hannibal Mr & Mrs	Reade Miss M L
Hewitt Hon M E A	Reade Miss M L
Hollingsworth A H	Reade Miss M L
Holmes W J	Reade Miss M L
Hussey Capt L	Reade Miss M L
Irvine E A	Reade Miss M L
Jepson R B	Reade Miss M L
Joseph E M	Reade Miss M L
Joseph S M	Reade Miss M L
Jones M T	Reade Miss M L

Carlton Hotel.

Arvello B M	Macgregor D
Bennett J M	Marshall J
Bucknell E J	McDonald Miss J
Clarke Miss May	McDonald Miss J
Cook H H	McDonald Miss J
Cropley L	McDonald Miss J
Cropley N C	McDonald Miss J
Cropley O C	McDonald Miss J
Ellis G W	McDonald Miss J
Fulcher W O	McDonald Miss J
Holloway H D	McDonald Miss J
Hoskin Dr J	McDonald Miss J
Jones G L D	McDonald Miss J
Killer S A	McDonald Miss J
Loes H	McDonald Miss J

King Edward Hotel.

Almond Mrs R	Laurens Mr & Mrs
Bellison Mr & Mrs	Lee W D
Brown C W	Lee T H
Budge W	Lennox Miss
Beale Mrs	Lennox Miss
Bellison Mr & Mrs	Lennox Miss
Cook Mrs F L	Lennox Miss
Cook Miss J F	Lennox Miss
Cook Master G M	Lennox Miss
Course A	Lennox Miss
Dutton Mr & Mrs	Lennox Miss
Edson W T	Lennox Miss
Gee Mr & Mrs	Lennox Miss
Foy Mrs A	Lennox Miss
Fyfe A A	Lennox Miss
Fritz C	Lennox Miss
Hazlett P K	Lennox Miss
Hastings F R	Lennox Miss
Hobbs A J	Lennox Miss
Hunter Mr & Mrs J	Lennox Miss
Jackman Mr & Mrs	Lennox Miss
Joseph J	Lennox Miss
Kules T H	Lennox Miss
Ken W E	Lennox Miss
Lambert Mrs	Lennox Miss

Kingsclere Hotel.

Fildes B E	Rawlinson R J
Fildes Miss D	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs
Fildes Mr & Mrs A	Robertson Mr & Mrs

Peak Hotel.

Baxter H R	Lambert Eng Lieut
Bowdler Mrs	and Mrs John
Butler P R	Lambert Miss
Carmichael Mr and	Linton A
Mrs B	Mrs B
Cartwright H A	Mrs Mitchellmore Mr &
Cassuli Mr & Mrs D	Mrs V
O	Moss Mr & Mrs D K
Cary F W	Oliveranza Mrs
Cham G	Perkins T L
Compton A C	Poulsen H N
Couland A	Pyle Major R E
Darling Col R E	Ralphs Mr & Mrs E
Ellis E S	Sindlar A
Falshin Major	Skinner Miss
Hale Mr & Mrs B A	Skott C
Hall Col Gordon	Smith Mr & Mrs E
Hansen W J	Smith Mr & Mrs A
Hardman A	Squaie Mrs
Hind B A	Tisdall Mrs E W
Humphreys Mr	Tisdall G
Johns Mrs T J R	Trahn J A Mr & M
Jones Lee	Varoudon P
Kadoorie E	

Commercial.

Rubbers and Oil.
London June 1.—There have been few markings in Rubber shares, and though price changes are unimportant, the tone is inclined to be dull. Several shares have declined a few pence. Among Oils, the market, though quiet, is firm, with Royal Dutch, Shell, Spies, and Lobitos a shade harder. There is no feature in either market. In the Industrial-Miscellaneous section British Oil and Cake Mills have improved to 17s., British and Argentine Meat shares have met support at 15s. 3d. Duff Developments have fallen to 3s., the shares being pressed for sale, and Brazilian Traction have eased to 49½. Dunlop Rubber Preference has hardened to 21½. ex-dividend, and Parent Tyro Preference to 15s. 6d.

Conference of Japanese Chambers of Commerce.

The conference of chairmen of Chambers of Commerce called by the Department of Agriculture and Commerce was opened on June 21, says the Japan Chronicle. Officials of the Government Departments interested were present. In his opening speech Mr. Kono, Minister for Agriculture and Commerce, said that the Government had decided to take measures for the relief of trade, which had suffered severely through the war, production in many lines having fallen off as a result of the blow which the war gave to all regular commerce. It was intended to increase production and further the export trade. For this purpose the Government had sent commissioners to investigate the possibilities of trade in America, the South Sea, and on the Asiatic mainland, and had appointed a committee to inquire into the prospects of the chemical industry. The Government had also supported the formation of the Society for the Encouragement of Home Industries, and had taken measures to promote the habit of using home-made goods among the people. But the extension of trade could not be effected entirely by Government encouragement; it needed the co-operation of Government and people, and the object of this gathering was to promote measures which would turn the war to good account. In carrying out these measures much lay in the hands of the Chambers of Commerce, and the Minister hoped that these bodies would lay their views before the Government quite frankly. Mr. Oka, Director of the Commercial and Industrial Bureau, said that the following were the principal questions to which the meeting was asked to pay particular attention:

1. How to extend trade overseas.
 2. How to develop industry.
 3. How to turn the new Sino-Japanese treaties to account.
 4. How to increase the usefulness of Chambers of Commerce.
- The meeting was entertained at lunch by the Minister of Agriculture and Commerce, and afterwards appointed committees to report on the various questions set before it. The Tokyo Economist, after recapitulating the various reasons officially given to explain the increase in the gold reserve held abroad, remarks on the singularity of a situation where, when foreign countries were demanding Japanese goods and paying for them in gold, the Department of Agriculture and Commerce yet found it necessary to summon the Chambers of Commerce and seek their advice for extending trade so as to bring relief to the depression which still prevailed in Japanese industry. The present should be an excellent opportunity to manufacture not only goods for export but those usually imported also. The Tokyo paper recommends two measures for promoting trade—the lowering of the import duties on dyes and other articles whose cheapness would assist Japan's industrial development, and the financial assistance of merchants and manufacturers out of the gold reserve, which is at present considerably in excess of the amount necessary to guarantee the note issue and to pay the interest on foreign loans. The Economist also suggests the expansion of the paper currency for the purpose of making the advances it recommends.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S-SELLERS			FA-SALE			B-BUYERS			N-NONAL			
STOCK.	To-day's	Number	Par Value	Paid Up	1914.		1914.		1915.		Last Dividend and Date	
	Closing				Highest	Lowest	Highest	Lowest				
	Price								14th May.	14th May.		14th May.
Banks.												
H'kong & Shanghai Banking Corp.	\$815 b.	120,000	\$125	all	855	July.	700	Oct.	\$15	790.	{ £2. 3/- & 5/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14	
Marine Insurances.												
Canton Insurance Office, Ltd.	368	10,000	\$250	50	350	Dec.	305	Oct.	370	360	{ Final of \$4 a/c 1913. Interim of \$18 a/c 1914.	
North China Ins. Co., Ltd.	160	10,000	\$15	£3	145	May	133	Jan.	170	160	{ Interim of 12 1/2 p.c. for 1914	
Union Ins. Society of Canton, Ltd.	\$910	12,400	\$250	100	847 1/2	April	700	Oct.	\$910	\$855	{ Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914	
Yangtze Ins. Assoc. Ltd.	\$240 ex 73	12,000	\$100	60	210	April	192 1/2	Jan.	240	225	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914	
Fire Insurances.												
China Fire Ins. Co., Ltd.	\$150	20,000	\$100	20	160	July	140	Oct.	150	130	{ \$9 for 1913	
H'kong Fire Ins. Co., Ltd.	\$395	8,000	\$250	50	395	Feb.	368	April	395	385	{ \$27 for 1913	
Shipping.												
C. & M. S.S. Co., Ltd. (turn of \$4.50 per s.)		30,000	\$25	all	10	Jan.	5 1/2	Dec.	50 cts.	30 cts.	{ \$1 for 1906	
Douglas Steamship Co., Ltd.	\$56	20,000	\$50	all	36	Mar.	27 1/2	Nov.	56	45	{ \$3 for year ending 30.6.14	
Hongkong, C. & M.S.S. Co., Ltd.	21	80,000	\$15	all	29 1/4	Jan.	22	Dec.	23	21	{ Final of 40 cts. making 90 cts for year ending 31.12.14	
Indo-China Steam Navigation Co., Ltd.	\$110 1/2	60,000	\$25	all	79	Jan.	50	Sept.	110 1/2	96	{ Final of 3 1/2 making 6 1/2 on preferred shares & 5 % on deferred shares for year 1913	
Shanghai & Trading Co., Ltd.	\$84/-	3,787,610	£1	all	106/-	Feb.	70/-	Sept.	89/6 x div.	82/- x div.	{ Final of 5/- (Coupon No. 24) making 7/- for 1914	
Star Ferry Company, Ltd.	\$35	40,000	\$10	all	49	Mar.	40	Nov.	37	36	{ \$1.50 per share and bonus of 40 cents per share for year ending 30.4.14	
Refineries.												
China Sugar Refining Co., Ltd.	\$123	20,000	\$100	all	96 1/2	Feb.	70	Nov.	123	111	{ \$3 for 1912	
Luen Sugar Refining Co., Ltd.	\$38 1/2	7,000	\$100	all	31	Jan.	17	Dec.	38 1/2	27 1/2	{ \$3 for 1897	
Mining.												
Kailan Mining Administration.	32 1/2	1,000,000	£1	all	41/-	Feb.	33/6	Dec.	33/6	32/-	{ Interim of 1/- account year ending 30.6.15 (Coupon No. 5)	
Raub Australian Gold Mining Co., Ltd.	\$3.75	200,000	£1	all	3.10	Jan.	1.90	Nov.	3.75	3.60	{ 1/2 for 1909	
Tronoh Mines Ltd.	32/6	160,000	£1	all	39/-	Feb.	19/6	Nov.	32/6	32/6	{ 1/- mak. 7/6 a/c 1913	
Docks, Wharves and Godowns &c.												
H'kong & K.W. & G. Co., Ltd.	\$71 1/2	60,000	\$50	all	89	Jan.	73	Nov.	72 1/2	68	{ \$3.50 for year 1914	
H'kong & W'poo D. Co., Ltd.	\$75	50,000	\$50	all	77	Jan.	53	Oct.	75	57	{ \$3 dividend for year 1914	
Shanghai Dock & Eng. Co., Ltd.	\$51	55,700	£1.100	all	60	July	50	Dec.	52	51	{ Tls. 5 for 1913	
Shanghai & H'kew W. Co., Ltd.	\$81	36,000	£1.100	all	109	Jan.	82 1/2	Dec.	85	80	{ Tls. 5 for 1914	
Hotels and Buildings.												
Anglo French Lands	\$194	13,000	£100	100	128	July	120	Dec.	116	112	{ Tls. 6 1/2 for year ending 29.2.14	
H'kong Hotel Co., Ltd.	\$116	20,000	\$50	50	116	July	98	Nov.	109	108	{ \$2.50 for half year ending 31.12.14	
H'kong Land Investment Co., Ltd.	\$110	50,000	\$100	all	117 1/2	July	98	Nov.	109	108	{ \$3 for year ending 31.12.14	
H'phreys Estate & F. Co., Ltd.	\$16.10	150,000	\$10	all	94	Jan.	7	Nov.	7	6.10	{ 45 cents for year 1914	
K'loon Land & Building Co., Ltd.	\$40	75,000	\$50	50	45 1/2	Jan.	4	Feb.	40	40	{ \$3 for 1914	
Shanghai Lands	\$104	78,000	£50	all	98	Dec.	89	Oct.	106	101	{ Final of 6 p.c. making 12 p.c. for 1914	
West Point Building Co., Ltd.	\$72	12,500	\$50	all	73	June	66	Feb.	72	70	{ \$2.25 for half year ending 31.12.14	
H'kong Central Estates	\$100	10,000	\$100	all	100	June	100	June	100	100	{ \$4.09 for 7 months ending 31.12.14	
Cotton Mills.												
Ewo Cotton S. & W. Co., Ltd.	\$171	20,000	£50	all	138	July	135	May	168 1/2	152 1/2	{ Tls. 12 for year ending 31.10.14	
Hongkong Cotton Co., Ltd.	\$7 1/2	125,000	\$10	all	84 1/2	Mar.	7	June	74.00	7	{ 50 cents 31.7.08	
Kung Yik	\$14	75,000	£10	all	14	Jan.	11	Mar.	14 1/2	13 1/2	{ Tls. 1.20 for year ending 30.11.14	
Lao Kung Mow	\$87 1/2	8,000	£100	all	110	Feb.	70	May	89	86	{ Tls. 12 for 1913	
Shanghai Cottons in Shai	\$197	40,000	£50	all	135	Feb.	70	Nov.	99 1/2	97 1/2	{ Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1. year end 30.6.14	
Miscellaneous.												
China Porcelain Company, Ltd.	\$10	60,000	\$10	all	12	May	10	Dec.	10	10	{ 55 cents for 1914	
China Light & Power Co., Ltd.	\$4 1/4	50,000	\$5	all	4.90	July	4	April	4 1/4	4 1/4	{ 6% for year ending 28.2.06	
Do. (Spec. shares)		50,000	\$1	all	9	Jan.	7	Nov.	8 1/2	8.00	{ 70 cts. for 1914	
China Prov. L. & M. Co., Ltd.	\$8	125,000	\$10	all	39	Jan.	35	Aug.	34	34	{ \$1.50 for year ending 31.7.14	
Dairy Farm Company, Ltd.	\$34	40,000	\$5	all	6	Jan.	5	Dec.	6.90	6.70	{ 50 cts. for 1914	
Green Island Cement Co., Ltd.	\$6.85	400,000	\$10	all	6.90	Jan.	36	Nov.	40 1/2	39	{ \$2.00 per share for 1914	
Hongkong Electric Co., Ltd.	\$41	60,000	\$10	all	49	Jan.	36	Nov.	40 1/2	39	{ Final of \$6 making \$8 1/2 for 1914	
Hongkong Ice Co., Ltd.	\$184	6,500	\$25	all	217 1/2	July	174	Dec.	184	184	{ Final of \$1 making \$2 for 1914	
Hongkong Rope Mfg. Co., Ltd.	\$25	60,000	\$10	all	25	June	22	Apr.	26 1/2	25	{ Final of \$1 making \$2 for 1914	
Hongkong Tramway Co., Ltd.	5	325,000	5/-	all	13/-	July	7/-	Feb.	5 x div.	4.80 x div.	{ \$10 % for 1914	
Langkats	\$39	250,000	£10	all	64 1/2	Mar.	28	Dec.	42	38	{ Interim of T. 1 making T. 2 a/c 1913	
Peak Tramway Co., Ltd. (Old)	\$9.30 x div.	25,000	\$10	all	10 1/2	Jan.	9 1/4	June	10	10	{ 70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15	
Do (New)	80 cts. b.	50,000	\$10	all	93 cts.	Jan.	75 cts.	Dec.	\$1	80 cts.	{ None	
Philippines Ltd.	\$4	75,000	\$10	all	—	—	—	—	4	4	{ None	
H. Price & Co., Ltd.	\$5	12,000	\$10	all	—	—	—	—	5	5	{ \$1.50 for 1910.	
Societe des Pulpes et Papier	\$20	13,200	\$50	all	—	—	—	—	20	20	{ None	
Stories du Tonkin	\$3.15	20,000	\$5	all	5.00	June	4	Nov.	3 1/2	3.00	{ 35 cts. for year ending 31.5.14	
Steam Laundry Co., Ltd.	\$17 1/2	27,733	\$10	all	22 1/2	Feb.	17	Jan.	17 1/2	16 1/2	{ \$1.00, per share for year ending 31.12.14	
Union Water-boat Co., Ltd.	\$17 1/2	27,733	\$10	all	22 1/2	Feb.	17	Jan.	17 1/2	16 1/2	{ ing 31.12.14	
Watson and Co., Ltd.	\$6 1/2	30,000	\$10	all	8 1/2	April	6.90	Dec.	6.60 x div.	6.50 x div.	{ 60 cts. for 1914	
William Powell, Limited.	\$6 1/2	31,000	\$7	all	9 1/2	Jan.	6 1/2	Dec.	6 1/2	6	{ 50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14	
S. C. Morning Post	\$29	6,901	\$25	all	30	June	92	Dec.	29	29	{ \$1.50 for 1914	

WRIGHT & HORNBY.

Share and General Brokers

6, Des Vœux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, JULY 9, 1915.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."
THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Selling.		Demand India	133½	T/T France	2.34
T/T	1/9 1/8	T/T Bombay	—	Demand Paris	2.34
Demand	1/9 3/16	Demand Bombay	133½	On Hongkong	6½ prem.
30 d/s	1/9 1/4	T/T Calcutta	—	On Saigon	8
60 d/s	1/9 5/16	Demand Calcutta	133½	On Bangkok	8
4 m/s	1/9 3/8	Demand Manila	86½	Buying.	
T/T Shanghai	78½	T/T San F'co & N.Y.	42½	4 m/s. L/C	1/9 3/4
Private 30 d/s sight	—	Demand New York	42 3/8	4 m/s. D/P	1/9 7/8
T/T Singapore	75½	T/T Java	106½	6 m/s. L/C	1/10
T/T Japan	86½	T/T Marks	Nom.	30 d/s. Sney & M.	1/10
T/T India	133½	Demand Germany	—	30 d/s. San F'co & N.Y.	43½
				4 m/s. Marks	Nom.
				4 m/s. France	2.45

9th July.

6 m/s. France.....2.50
Gold Leaf per tael \$58.50
Sovereign\$11.20 nom.
Bar Silver ready22 9/16
forward

SUBSIDIARY COINS.

Discount per \$100:
Chinese.....20 cts. pieces \$10 3/4
Chinese.....10 " 20
Hongkong 20 cts. pieces \$8 15/16
Hongkong 10 " \$8 7/8

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.
BRANCHES:—

BOMBAY, LONDON, CALCUTTA, MANILA, CANTON, PANAMA, OEBU, PEKING, COLON, SAN FRANCISCO, HANKOW, SHANGHAI, HONGKONG, SINGAPORE, KORE, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS.....4,120,000

(U.S. Gold) \$7,370,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,600,000

Head Office.—YOKOHAMA.

Branches: Antung-Haiter, Bombay, Calcutta, Canton, Changchun, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Tientsin, Yokohama.
Agencies at: Nagasaki, Nanking, Peking, Port Arthur, San Francisco, Seoul, Singapore, Tientsin, Tokyo, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be ascertained on application.

EISHI ONO, Manager.
Hongkong, 15th March, 1915.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application.)
The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.
Hongkong, 19th March, 1890

PEAK TRAMWAY CO. LIMITED

TIME TABLE

WEEK DAYS		EVERY 15 MIN.	
7.00 A.M. to 10.00 A.M.	10.00 A.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
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4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
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4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
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12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.
8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.	12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.
4.00 P.M. to 6.00 P.M.	6.00 P.M. to 8.00 P.M.	8.00 P.M. to 10.00 P.M.	10.00 P.M. to 12.00 P.M.
12.00 P.M. to 2.00 P.M.	2.00 P.M. to 4.00 P.M.	4.00 P.M. to 6.00 P.M.	6.00 P.M

